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# CANADIAN GEOGRAPHICAL JOURNAL

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Colour photograph by G. M. Dallyn

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*Mother and son, by Keeawak, aged 17 years, Cape Dorset, Baffin Island. (Steatite)*





*An antecedent of modern stone sculpture is this prehistoric carved caribou antler of the Cape Dorset culture. It bears thirty different faces.*  
National Museum of Canada

## **Eskimo Sculpture in Stone**

by DOUGLAS LEECHMAN

Photographs (except caribou antler) by Bert Beaver

**“W**HEN YOU ARE hunting caribou, you must think like a caribou,” said an old Eskimo. It’s their version of our proverb “Set a thief to catch a thief”. The ability to share the thought processes of one’s quarry and so anticipate his actions is an obvious advantage and in that most difficult country, the Arctic, no advantage can be lightly surrendered.

Not only does the Eskimo understand how the caribou thinks, he is familiar with its anatomy, literally inside and out. He can dismember a caribou, a seal, or any other animal with neatness and celerity, using only small and apparently inadequate knives. The Eskimos’ knowledge of the outward appearance of an animal is shown in their sculpture, a newly heralded field of art that has attracted a great deal of attention in the last five years.

Not that sculpture is something new for the Eskimo. Delicate miniatures, carved in stone or ivory, have been found in all parts of the Arctic in which archaeological work has been carried on, and even the earliest Eskimo cultures, indeed especially the earliest cultures, have given us beautifully executed figures of men, bears, walrus, fish, lamps, and dozens of other objects.

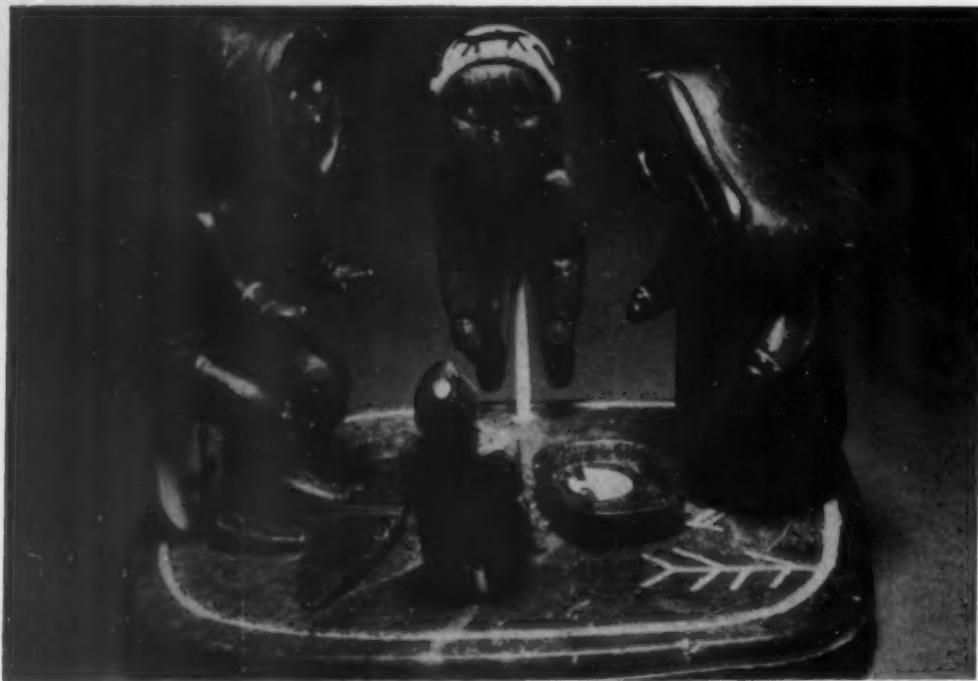
Several suggestions have been made as to the purpose behind the production of these little works of art. Some have said that they were used in magic, that after carving a seal one was more likely to succeed in harpooning one and so the hunter attempted to ensure his success by making a model first. There may well be some truth in this, for the belief that this is an efficacious system is world-wide. Just the same, we may be quite sure that there was not always a model carved for every seal killed.

Another suggestion is that the models were made to put on graves for the use of spirits in the after world instead of real objects too valuable or too useful to sacrifice in this way. It is certain that some models were made for this purpose, but they were generally reproductions of inanimate objects, tools and weapons, such as soapstone lamps and pots, harpoons and kayaks, rather than of people and of animals.

Others have suggested that the carvings were merely toys for the children to play with, like the many Eskimo dolls with faces of carved ivory or stone, and some of them can perhaps be explained in this way. Still others insist that the Eskimo carves because he likes carving; that these miniatures, though indeed used in the various ways suggested are, first of all,



*Family on sleeping platform in igloo, by Sheokjuk, Cape Dorset, Baffin Island. (Granite and ivory)*



*People at seance, by  
Samoutak, Port Har-  
rison, east coast Hud-  
son Bay. (Steatite)*



*Woman and dog, by  
Akteekteshook, Craig  
Harbour, Ellesmere Is-  
land. (Serpentine)*



*Man killing bear, by  
Naiomeealoak, Port  
Harrison, east coast  
Hudson Bay. (Serpentine)*

examples of art for art's sake, and that all the other purposes are secondary.

Many of the Eskimos of the Eastern Arctic, round about Hudson Strait especially, do more or less carving, even the children. Naturally, some of them are better artists than others. The best ones show the familiar approach of the artist to his work. They are quick to disparage their ability, and they say uncomplimentary things about the sculpture they produce. Then, too, they are reluctant to work on a subject they have used before. One carver, who had done a fine study of a walrus, was asked to make another like it. This request puzzled him. "You have already seen that I can make a perfect walrus," he said. "Why do you want me to do it again?" An alternative suggestion, that he should carve a caribou, was instantly accepted and he started off immediately to fetch a piece of stone to work in.

Some of the more recent Eskimo work is surprisingly "modern" in style as well as in time. Many pieces can be compared, not unreasonably, with the work of such abstract sculptors as Epstein, Mestrovic, and Henry Moore. One authority remarked that the best Eskimo artists succeeded in "bringing out of the stone" everything that could be brought out, an ability that many professional sculptors never attain. Purely abstract form, based on no actual reality, has not yet made its appearance in Eskimo sculpture, but there are many works in which the lines have been simplified and the masses handled in such a way as to represent all "walrus" in one, a summing up of the total impression that "walrus" makes on the mind of the hunter who knows him so well and, like all professional hunters and indeed all men, must "kill the thing he loves" as he loves the thing he kills.

Some anthropologists have advanced the hypothesis of the "psychic unity of mankind", the idea that mankind is basically one and that, given like conditions, like results will follow. Their thesis is supported to this extent at least, that in the Eskimo culture, as in our own, the ablest hunter, usually an extrovert, is rarely the most skilful artist, who is more apt to be an introvert. Kipling knew this and used it in "The Story of Ung", an artist of cave man

days who drew the animals he knew so well "out of the love that he bore them", though he was no hunter but rather something of a fop. In the same way, the best dancers, the men who show off and do their utmost are not the great hunters, but the men who love to carve.

The good nature and cheerfulness of the Eskimo are often clearly revealed. The animal he carves is seen through the eyes of one who knows its every attitude and so can, by exaggerating ever so slightly a familiar pose of habit, produce an amusing caricature. No two pieces are exactly alike and no man dreams of copying the work or even borrowing the ideas of another. Until recently, men carved only for their own satisfaction and the piece, when finished, was wrapped up and put away, to be brought out only when friends asked if any *sinourak* (carvings) had been produced lately. Then his work was passed from hand to hand and examined carefully from every angle, and it is for this reason that details are rendered so meticulously, even in parts that would not



*Walking woman and child, by Sheokjuk, Cape Dorset, Baffin Island. (Steatite)*





*Snow geese and young, by Poota, Sugluk, Hudson Strait. (Stone and ivory)*



*Rabbit, by Kalingo, Povungnituk, east coast Hudson Bay. (Serpentine) People here have not seen rabbits for over thirty years.*



normally be seen, just as is done in some Japanese and Chinese ivories.

Until 1948 this exciting art was little known. Some museums, such as the National Museum of Canada in Ottawa, had representative collections and a few pieces had been used as illustrations in scientific reports, but only the scientists knew about them. The few visitors who happened to see them in the study collections admired them with pleasure and then they were laid aside again.

It is Mr. James A. Houston who is responsible for giving Eskimo sculpture the beneficial stimulus it has recently received. In 1948 he went to the east coast of Hudson Bay on a painting trip. The natives showed him pieces of carving and he was at once struck by their artistic value. He bought a number of them and, on his return to Montreal, showed his finds to the officers of the Canadian Handicrafts Guild. They, too, were impressed and engaged Mr. Houston to return to the Eastern Arctic during the following summer for the definite purpose of encouraging the Eskimos to do more work and of acquiring as many of these figures as he could.

Back in Port Harrison, in 1949, he bought about a thousand pieces. On his return to Montreal they were put on sale and advertised as a special event, to test the appeal of this new sculpture. The sale was intended to go on for a full week, but by the end of the third day, there was not a single piece left. The new venture was an obvious success. The public was delighted, asked vociferously for more, but there was no more to be had till the end of the following summer.

Again Houston sailed north, venturing farther afield now and with the backing of the Department of Mines and Resources (as it was then called), for this new source of revenue was helping in making the Eskimo self-supporting, providing employment for leisure hours, and maintaining his self-respect at a time when, because of the rapid invasion of the Arctic by white men with their new ways and new ideas, he needed every assistance in retaining his culture and his self-reliance.

Then, and in subsequent years, visits were paid to a number of posts round about Hudson

*Walrus, by Kopeekolook, Povungnituk, east coast Hudson Bay. (Steatite)*

*Man hauling in seal,  
by Pallapussy, Craig  
Harbour, Ellesmere  
Island. (Serpentine)*

*Seal hanging on har-  
poon line, by Osh-  
weetok (B), Cape  
Dorset, Baffin Island.  
(Stone)*



Strait and everywhere the Eskimos turned to the new occupation with enthusiasm. Since the beginning, in 1949, to the present about twenty-five thousand pieces have been bought (and sold). It is doubtful that in all Europe twenty-five thousand pieces of sculpture have been produced in these same few years.

True enough, all the pieces are small, for they are meant to be held in the hand and examined closely and no large or heroic works are undertaken. It is true, too, that the pieces vary greatly in artistic merit. Some are the work of children, others were carved by adults who had, hitherto, shown little interest or ability but who, now there was an assured and eager market, were inclined to try their hands again. Other pieces, those produced by skilful and sensitive artists, are exquisite bits of work and an insistent demand for them has enabled art dealers to ask, and receive, quite incredible prices.

Interest has reached such a pitch in the United States that a non-profit organization, Eskimo Art Incorporated, has been formed for the purpose of importing Eskimo carvings and circulating them in travelling exhibitions. There are now sixteen of these making the rounds of museums, art galleries, and universi-



*Woman and child, by Oshweetok (A), Akeektolaolavik, Baffin Island. (Amphibolite)*

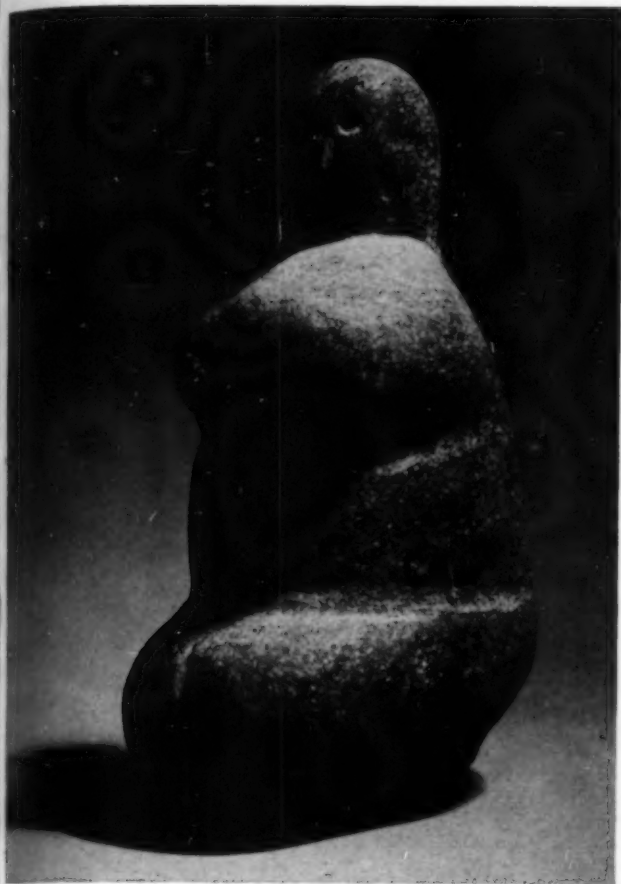
ties so that they may be seen by everybody interested. A few pieces for sale are usually included in each show.

To a great extent, the success of the venture must be attributed to the willing and experienced co-operation of the Hudson's Bay Company. It was one of their men, Norman Ross, who started the "chit" system of buying which has proved a great success. When an Eskimo wishes to sell a piece of sculpture to Mr. Houston, he approaches him when nobody is about if that is possible, and they examine the piece together. Then the Eskimo is given a "chit", a slip of paper on which is written the estimated value of the carving, but folded so that no bystander can know the amount offered. Retiring to one side, the Eskimo glances at his chit, and knows at once how well he has succeeded. If his work is poor, careless, or completely unskilled, the amount will be small, but good work brings good prices. Nobody but the artist need ever know just how

much or how little he received. His privacy is respected, and he is saved from any fear of ridicule. In this way, too, children can measure their progress, sometimes amazingly rapid by the way, for no matter how crude, no work is refused altogether. Each piece of sculpture brings a chit, large or small, and the chit can always be cashed in at the store for the full value marked on it.

This system has been extended and now the Hudson's Bay post managers, who have been coached on values, buy the carvings direct from the Eskimos, holding them in storage till the Houstons come, for Mrs. Houston goes up with her husband now, and it's no longer just a brief summer visit. They stay in the Arctic for months on end. By summer, an Eskimo has usually traded in all his winter catch of furs and it is pleasant indeed for him to be able to turn to carving, which he loves doing anyway, and get paid for it at once. The effect on Eskimo economy has already been marked and beneficial.





*Man kneeling, by Tudlik, Cape Dorset, Baffin Island. (Granite)*



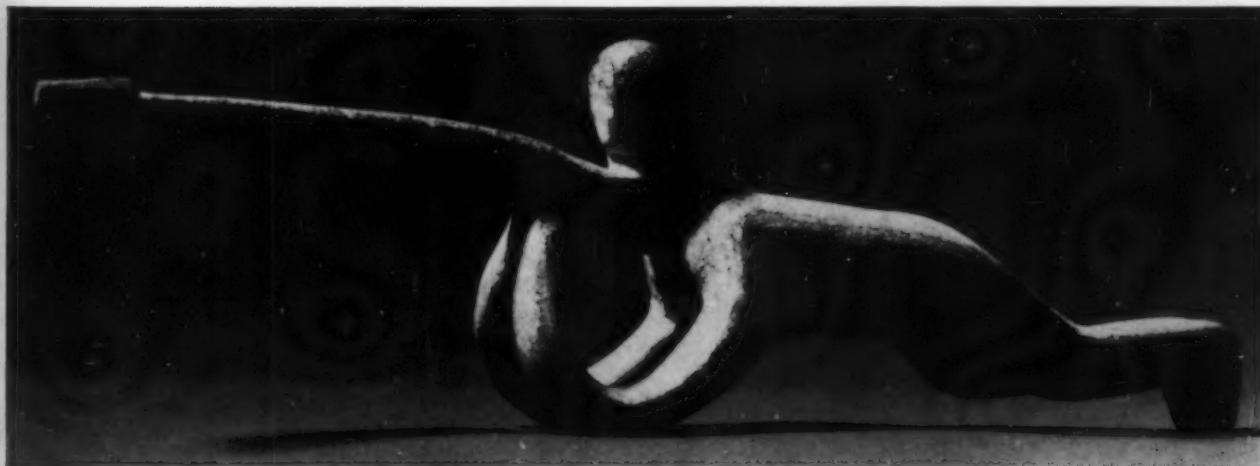
*Woman and child, by Munamee, Cape Dorset, Baffin Island. (Steatite)*

Before World War II, when the R.M.S. *Nascopie* took tourists into the Eastern Arctic each summer, there was some sporadic trade in carvings, model kayaks, and dolls, but this was never an important source of income. Now that there is an immediate and guaranteed market for such work, production has increased and nearly everybody, it seems, is busy carving—more than seventy-five per cent of

the people according to one estimate. Even so the supply can not meet the demand.

Many of the best artists are becoming known by name and some enthusiasts can even recognize the work of individual carvers. There is Tungeelik at Repulse Bay, Munamee and Oshweetok at Cape Dorset, Kopekolook at Povungnituk, Akteeakteshook at Port Harrison, and no doubt many others will make

*Rifleman, by Kalingo, Povungnituk, east coast Hudson Bay. (Steatite)*





*Kneeling caribou, by Kogalik, Povungnituk River. (Serpentine)*

*Dog feeding pup, by Sheroapik, Povungnituk, east coast Hudson Bay. (Steatite)*



*Man over seal hole, by Amidilak, Port Harrison, east coast Hudson Bay. (Serpentine)*



themselves known before long. Among the younger craftsmen is Keeawak of Cape Dorset who, at seventeen, shows unusual promise.

Tools and materials are simple. Stone is used for most of the carvings. In the old days, soapstone was used almost exclusively because it is soft and easy to work. Then, too, it is the material from which the Eskimo made his stone lamps and pots, so that visits to the soapstone quarries had to be undertaken anyway and it was easy to bring back a few extra chunks for carving. Soapstone is still used, but new materials are being adopted, such as serpentine which is mottled with rich markings of red and green, and still harder stones, even granite, are used occasionally. In addition to stone, ivory from walrus tusks and, to a lesser extent, from the narwhal, is used. Some small figures in the round are carved in ivory but it is used more commonly as insets in the stone for tusks, eyes, nostrils, for making small fish in the beaks of birds, or for harpoons and spears in the hands of hunters.

Some use is made of bone obtained from whales and of musk-ox horn, as well as occasional foreign importations such as bits of coloured plastics. Wood is scarce in the Eastern Arctic and seldom used for carving, if ever.

Tools are, for the most part, improvised. The shape of the block of stone that is to be worked is carefully considered, the workman pondering what he can make out of it, unless he has already decided on his subject, in which case he will select a piece of stone already approaching the form he needs.

The block is then roughly shaped with an adze or whatever suitable tool is available; it is then trimmed further with a coarse rasp of sandstone or some similar abrasive. Steel files, coarse or fine, are used if they are to be had. When the shaping is near the final stages, the sculptor works with simple scrapers and knives of scrap metal, filed or ground to shape, and mounted in a home-made handle of bone or antler.

The artist works with incredible care and patience, pausing often to study his progress, tooling now here and now there, thinning this part and emphasizing that, till he gets the

*Musk-ox, by Akeekateshook, Craig Harbour, Ellesmere Island. (Steatite)*

effect he wants. Holes for the ivory inserts are made with a bow-drill; creases and wrinkles in the hide, lines in clothing, eyelashes and whiskers are carefully scratched in with a sharp point.

The nearly finished work may then be soaked in seal oil for a few days. The oil penetrates the stone and darkens it somewhat and, at the same time, brings out the rich colours of serpentine, and it also helps in the final polishing. This is done with stone dust, obtained while scraping and filing the object worked on. Finally, long continued rubbing with the hands gives the finest polish of all.

There are certain conventions in the art. For instance, if a seal, a walrus, or a bird, is cut off at a line through the body, it is to convey the idea that it is just coming up out of the water, the absent part being out of sight because still submerged. This is a purely Eskimo concept and indeed it should be emphasized that the whole art is native. The Eskimo is not being "taught to carve". He has been carving for generations already, with great skill and feeling. It is true that he is being encouraged to use better materials and to work as skilfully as he can. This is not done by direct suggestion, but by the more subtle and more effective method of paying most for the best work. The Eskimo is very quick to learn!

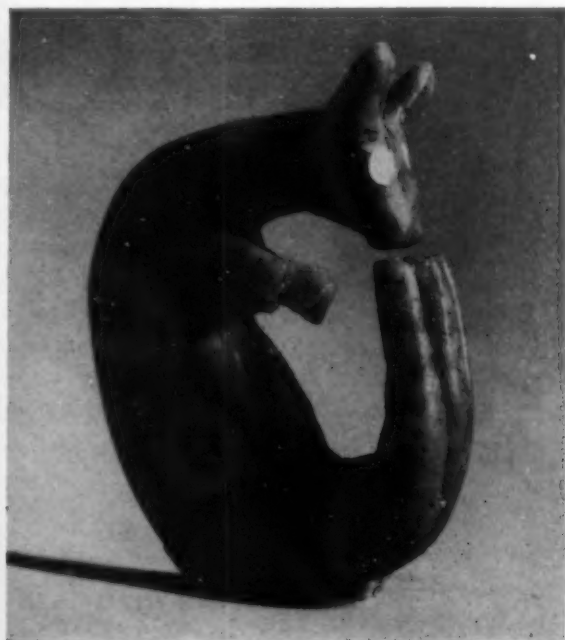
Nor has there been any effort to influence style. Subjects are seldom suggested and it is interesting to observe how, under the stress of a hungry market, the Eskimo carver, hunting



about in his mind for subjects, tends to become more and more abstract. Some of the pieces being produced today are hardly recognizable as the work of the same people who, only fifty years ago, had never dreamed of carving *sinourak* except for their own use or pleasure.

For many years their geographical isolation was an advantage but now that it is being broken down it is encouraging to see this new development in art which shows every sign of doing a great deal to ease the abrupt transition that the Eskimo is being asked to make from a Stone Age culture to the era of atomic energy. This transition took us roughly fifteen thousand years. We are expecting the Eskimo to do it in perhaps two generations.

*Rabbit playing, by Kangalik, Port Harrison, east coast Hudson Bay. (Serpentine)*



*Weasel, by Sheroapik, Povungnituk, east coast Hudson Bay. (Steatite)*







## ***Canada's Air Force . . . A New Look***

by AIR MARSHAL ROBERT LECKIE,  
C.B., D.S.O., D.S.C., D.F.C.

R.C.A.F. Photographs



**T**HIRTY-FOUR years ago, as a member of the Royal Air Force on loan to the Canadian Air Board, I was one of those responsible for the formation of what was then known as the Canadian Air Force. When one considers the strength and resources of today's Royal Canadian Air Force, it seems almost incredible that our basic plans called for an air force of only a few hundred men operating on a strictly

non-professional basis. The original order-in-council passed by the government provided for one month of training every two years for the bulk of the flying and ground personnel. Instructors and staff, who were considered to be more highly specialized, could be employed for periods of not more than one year.

It was a modest beginning and, at this point, I find it difficult to recall in any detail just

what kind of tree we expected to sprout from the seedling so carefully planted in those very early days of flight. Certainly we all had great hopes for the future of this new branch of the military but I think I can say without fear of contradiction that the tremendous growth and development of Canada's air potential has been far beyond the wildest dreams of even the most optimistic members of our air-minded little group.

By 1924, when the government felt that it was time to establish the Royal Canadian Air Force on a permanent basis, I returned to duty with the R.A.F. and a series of postings to British bases in widely scattered parts of the world. Sixteen years were to pass before I again set foot in Canada and when I did return, my future was to be inextricably linked with the air force I had helped to bring into being.

In February of 1940 I reported to Ottawa as senior officer in a party of R.A.F. officers and airmen who had come over to assist with the formation of the British Commonwealth Air Training Plan. It was a time of enormous stress and anxiety but, withal, a period of exhilarating growth. In the short space of a few years the R.C.A.F. was to come of age, to reach a strength of over two hundred thousand and achieve a standard of excellence that I have always maintained was one of the more notable Allied achievements of the Second World War.

After almost three years of work in connection with the Air Training Plan, I transferred to the R.C.A.F. and was appointed Chief of Air Staff. In this post I was intimately concerned with yet another critical phase in the comparatively brief history of the R.C.A.F.: the mass release of almost two hundred thousand men and women who had signed on "for the duration". Almost over-night the R.C.A.F. was reduced to a force of only eleven thousand men, while we hastily attempted to lay the foundation for a new peacetime structure based on world conditions as we then expected them to be.

Our plans, as it turned out, were short-lived. Peace proved to be an extremely fragile thing and, under the impetus of what is commonly known as the "cold war", a much larger and

stronger air force has been established in Canada. I take no credit, incidentally, for these later developments which to a large extent have gone into effect since my retirement from the service in 1946.

One point I feel compelled to make is that Canada's present-day air force is not exclusively an instrument of war. Through performing services that could not be as efficiently carried out by any other agency, the R.C.A.F. has become an important factor in the everyday business of our nation. Regardless of the state of world tension in the foreseeable future, the air force is certain to be called upon to continue its activities in such fields as aerial mapping, search and rescue, patrol and exploration. In recent years the R.C.A.F. has brought the geography of Canada up to date; has altered maps, discovered uncharted islands and helped to unlock the treasure chest of the Canadian north.

It is my conviction that, even in the unlikely event that a real and lasting peace should come to the world, the R.C.A.F. is in business to stay. At this moment it is one of Canada's biggest businesses, operating as it does on a budget of approximately one billion dollars a year. It is a business that is very important to Canada and one which offers a wealth of opportunity to the young man or woman in any one of a variety of occupations. To my mind this country offers no finer career possibilities than those to be found in the R.C.A.F.

Having in mind a personal background of over thirty years of air force service — a goodly share of it in the R.C.A.F. — I feel that I am reasonably well qualified to express an opinion on the merits or otherwise of service life. After due consideration, I can say in all honesty that if I had my adult life to live over again, I would not wish to alter a single moment of it. I cannot help but wonder how many retired business or professional men can honestly make a similar statement.

As a retired Chief of Air Staff I have, quite naturally, attempted to keep myself well informed on air force affairs. However, in the course of preparing this article I ran across a number of facts about the R.C.A.F. that were not well known, facts which I feel should

be placed impartially before the thousands of young men and women across Canada who are faced with the problem of deciding in which direction their brightest hopes for the future may lie. I believe that these young people owe it to themselves to make a careful study of what an air force career could mean to them in terms of job satisfaction, personal happiness, and financial returns.

It is axiomatic that the whole complex machinery of the modern air force, the huge maintenance, administrative and supply organization, functions for one over-riding purpose: to put the proper aircraft in the air, in the right place and at the right time. The crews who man these aircraft represent the end product; they are the men who give the air force its primary reason for existing. It follows that no air force could hope to survive without a steady intake of alert, intelligent and physically fit young men to enter its ranks as aircrew.

What has the R.C.A.F. to offer these youths in exchange for their pledge of service?

It is not a question that can be answered in a few words although I am of the firm opinion that the R.C.A.F. offers most of the advantages the young man of today is interested in: sound training in preparation for increased responsibilities; a well-defined avenue of promotion; a rate of pay to compare with the best offered by industry; security, through pensions and free medical care; adequate opportunities for domestic and foreign travel; a sense of belonging to a team; a full and pleasant life; and perhaps most important of all, a chance to keep alive the spirit of adventure through the appeal of high-speed flight.

Let us examine these factors more carefully and see just how they work out in actual practice.

#### Career Training

The large number of specialized aircrew trades which came into being during the Second World War have, in today's R.C.A.F., been reduced to three: pilot, navigator and radio officer. (The matter of combining the navigator and radio officer trades has received extensive study and is forecast for implementation in

the very near future.) Candidates for any of the three aircrew positions must be single, between the ages of 17 and 24, have junior matriculation or better and be able to meet the required physical standards.

Successful applicants are sent to the Personnel Selection Unit for a series of tests and interviews. During this period potential officers are selected and then, enrolled as Flight Cadets, are assigned to a six-weeks officer training course, the first real hurdle across the path leading to a commission in the R.C.A.F. A bedrock feature of R.C.A.F. policy is that the trainee must, above all else, prove himself to be acceptable as an officer in a proud and dignified service. This requirement is considered even more important than the attainment of a high level of proficiency in the aircrew trade for which he is selected.

The officer training course is designed to give Flight Cadets a thorough grounding in administration, management, service knowledge and character development before they report to the training centres to commence the study of their air force professions.

The R.C.A.F.'s insistence on officer suitability as a prime requisite seems eminently sensible when one considers the responsibilities these men will later be called upon to accept. The Canadian taxpayer, for example, foots a bill of about three-quarters of a million dollars for a single modern jet fighter, and even more for one of the heavier transport types. It is a sobering thought that hardly a day passes without an R.C.A.F. officer somewhere in the world being entrusted with millions of dollars worth of equipment or the priceless lives of many passengers.

The basic training course for pilots is of sixty weeks' duration. In the early stages of training, students fly the familiar single-engined Harvard before graduating to T-33 jet trainers or advanced twin-engined types such as the Expediter and Mitchel. They must also study long hours to acquire the basic equipment of all successful pilots: a sound knowledge of every factor which might affect the course of a flight or the operation of an aircraft. All competent pilots have a good grasp of the fundamentals of air navigation, meteorology, air-



manship, aero-engines, radio and air traffic control. Air Force pilots, in addition, must master the techniques of combat flying, bombing and aerial gunnery. Pilot training in the R.C.A.F. is a strict apprenticeship and those who master it have fully earned the right to wear on their tunics the proud badge of their profession.

The training period for navigators and radio officers is not as lengthy as that for pilots but is no less demanding. Navigators, for example, spend one hundred and fifty hours in the air in addition to the time spent in classrooms. In order to graduate at the close of the thirty-six weeks' course, the navigator must be able to navigate an aircraft with confidence anywhere in the world under any type of weather conditions. He must also take a supplementary armament course and qualify as a bomb aimer.

The training given to radio officers stresses the use of radar, loran, direction-finding apparatus and the complex communications equipment carried aboard modern aircraft. After mastering his primary trade, the radio officer spends eight weeks at an Air Armament School and emerges as a competent air gunner.

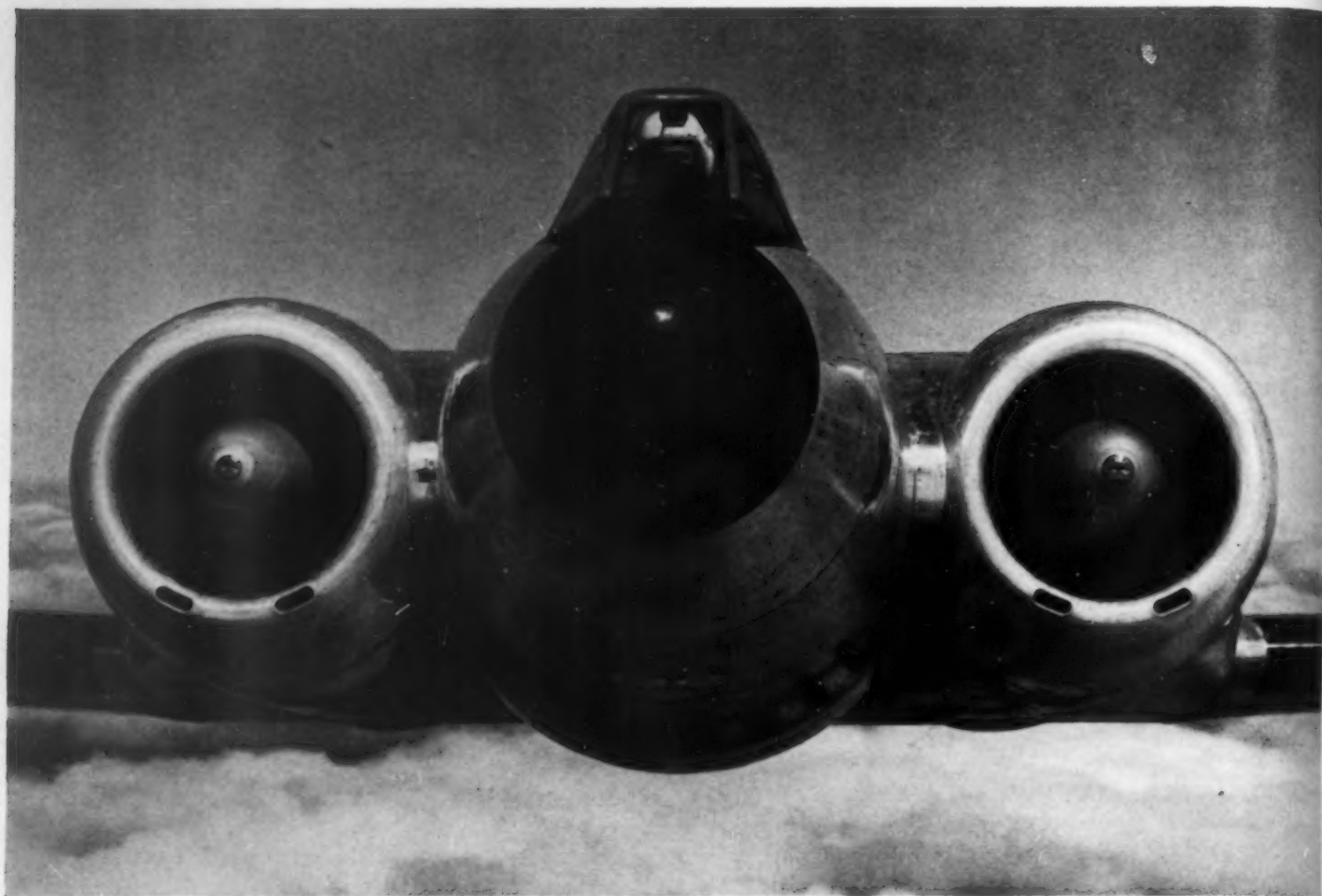
While under training the Flight Cadet is paid at the rate of one hundred and eighty-five dollars a month, plus thirty dollars a month flying pay. He also receives free clothing, meals, accommodation and medical care. Upon graduation he is promoted to flying officer (with a sizeable increase in pay), awarded wings and posted to an active flying squadron. Even at this early stage in his career he represents to the Canadian taxpayer an investment of over seventy-five thousand dollars — the average cost of training an aircrew officer in Canada.

He cannot of course be considered a fully-fledged professional airman when he first

*Right, top:—The "Aerodrome of Democracy" in World War II, Canada once again trains the air-men of her partners. NATO member nations send their aircrew students to the R.C.A.F. where they progress from the familiar Harvard to high-powered jets such as the F-86 "Sabre", centre.*

*Right, bottom:—Cutaway jet engines are among the teaching aids used to instruct pilots and groundcrew about aeroplane power plants.*





*The CF-100 "Canuck" all-weather jet fighter, designed and built by A. V. Roe Canada Limited, to meet R.C.A.F. specifications, is the main cog in Canada's northern air defence.*

reports to an active squadron. Ahead lies a period of what might be termed "internship" during which he flies with experienced men as second pilot or navigator and is gradually permitted to take full control. Actually his training is never really completed, for every air force officer is required to become a student at regular intervals throughout his service career in order to familiarize himself with advanced or specialized techniques. He must also pass periodic examinations designed to determine his fitness for higher rank and greater responsibilities.

The majority of aircrew officers are granted commissions under the "short service" plan and sign on for a period of six years. At the end of the six year term, twenty per cent or more of the officers receive permanent commissions while the remainder are transferred to the reserve and return to civilian life.

Since the short service scheme is not always completely understood, a few words of explanation would seem to be in order here. Looking at

it strictly from the R.C.A.F. standpoint, the scheme has a number of fairly obvious advantages. In the first place, it makes room in the aircrew branch for a regular influx of keen youngsters, physically and mentally able to cope with the high speeds and split-second timing involved in the operation of jet-powered aircraft. It also ensures a steady flow of highly trained men into the reserve squadrons which are an important cog in Canada's defence mechanism. As the plan continues in operation the air force will gradually build up a reserve pool of aircrew officers who can be called upon in the event that the cold war should suddenly begin to heat up.

Another point in the scheme's favour, as far as the officers themselves are concerned, is that it permits a man to return to civilian life at an early age if for any reason he should desire to do so.

On being transferred to the reserve, the short service officer receives in a lump sum his deferred pay (six per cent of salary deducted

#### CANADA'S AIR FORCE . . . A NEW LOOK

at the source) plus a cash gratuity of one month's pay and allowances for each year of service. This adds up to a nest egg of about thirty-five hundred dollars which he can use to re-establish himself as a civilian. He can also count upon the assistance of the R.C.A.F.'s new job placement service which has already found good positions in aviation for a considerable number of former short-service officers.

The one obvious drawback in the short service system is the natural hesitation on the part of some young men to sign on for six years of service with no guarantee of a permanent commission. They fear that while they are in the air force they may miss out on good chances to establish themselves on a solid footing in civilian life. Most senior R.C.A.F. officers do not agree with this interpretation and many of them will lay odds that the man who completes a short-service term and returns to "Civvy Street" will soon be well out in front of his friends who stayed out of the service.

They reason that the R.C.A.F. officer is trained to accept responsibility and exercise leadership and that this training will mean just as much in civilian life as it does in the service. I am strongly inclined to agree with them.

Although it is not within the scope of this article to outline in detail all of the career opportunities available in the R.C.A.F., I would be guilty of a serious omission were I not to mention that the majority of R.C.A.F. personnel are employed in trades and professions other than aircrew. For those who may not be able to meet aircrew medical or educational standards (or who may have no desire to fly) the R.C.A.F. offers training and a promising career in a great variety of occupations. Many of these trades are also open to women, who are most efficient and highly regarded in the performance of their duties.

I should also like to make reference to the Canadian Services Colleges at Royal Roads, B.C., Kingston, Ont., and St. Johns,

*R.C.A.F. Fighter Squadrons, flying for the defence of Western Europe, are currently equipped with the F-86 "Sabre" produced by Canadair and powered by the Canadian-built Orenda engines which are manufactured by A. V. Roe.*







THESE PHOTOGRAPHS HIGHLIGHT SOME OF THE ADVANTAGES OF A CAREER IN TODAY'S ROYAL CANADIAN AIR FORCE.

#### World Travel

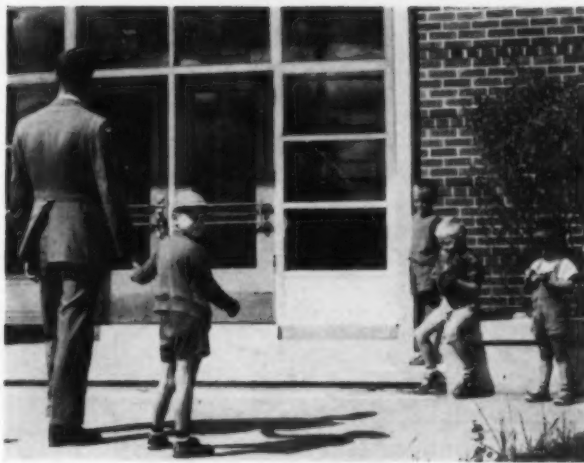
*Tokyo and London are two of the widely scattered parts of the world where the R.C.A.F. uniform has become a familiar sight.*



#### Career Training

*Pilots and observers are trained for leadership both in the air and on the ground. The cost of turning out a competent aircrew officer presently runs to more than seventy thousand dollars.*





#### Good Living

*Comfortable barracks for single personnel, modern housing developments and schools for air force families are accepted features of station life.*



#### Team Spirit

*Emphasis on teamwork in the R.C.A.F. is typified by this shot of a Lancaster crew returning from a survey flight over the Arctic.*

#### Modern Equipment

*Today's R.C.A.F. pilots fly the finest aircraft available; the high-speed F-86 "Sabre" and the all-weather CF-100 "Canuck" are tops in their respective classes.*



P.Q. which offer courses leading to a commission in the armed forces and, in some cases, to a university degree. Most students attending the colleges do so under the Regular Officer Training Plan and are therefore able to obtain a higher education at no cost to themselves other than hard work.

An interesting commentary on the complexities of modern life is to be found in the fact that the R.C.A.F. has an increasing demand for members of the professions—doctors, lawyers, engineers, etc.—and is willing to subsidize the education of students interested in a future service career. To these young people I would address one final reminder: after carefully weighing all the factors involved, I am convinced that the R.C.A.F. represents as good a career as any comparable civilian profession, with just as many possibilities and a much more full life.

#### Pay

It is not my intention to outline in any detail the current rates of pay for aircrew officers in the R.C.A.F. since this information can readily be obtained elsewhere. Suffice it to say that the pay scale has been revised upwards at regular intervals since the last war and the basic rates are now the highest of any country in the world, not excluding the United States. The day when a man was expected to make a financial sacrifice in order to hold a commission is—happily—a thing of the past, and the R.C.A.F. is now able to compete on at least equal terms with business and industry for the

most promising graduates of our schools and universities.

#### Security

The Defence Services Pension Act, which applies to all members of the regular armed forces, is to my way of thinking one of the greatest inducements to a service career. All members of the forces are subject to a pay deduction of six per cent to cover their contribution to the fund. The government puts up a somewhat larger amount which is sufficient to provide an adequate pension upon retirement.

Pension rates depend upon length of service and are based on the average pay received by the officer or airman in the six-year period preceding his retirement. The rates vary greatly in individual cases but the following might be considered as a typical example: the young man who enrolls in aircrew today and attains the rank of Squadron Leader in fourteen years will be in a position to retire after twenty years service with approximately two hundred and fifteen dollars a month. Should he remain in the service for a further ten years and retire with the rank of, say, Group Captain, his pension would be about five hundred and eighteen dollars a month. Any future increases in rates of pay will of course result in these figures being revised upwards.

All R.C.A.F. personnel also come under the Pension Act, to which no individual contributions are made. This provides compensation for disability or death due to in-



*Among the large variety of aircraft flown daily by the R.C.A.F. transport crews are these Fairchild C-119 "Packets".*

*Right, opposite:—The C-119 lives up to its "flying boxcar" reputation by carrying everything from medical supplies to Army snowmobiles.*





*Flown by R.C.A.F. crews, the Canadair "North Star" has compiled an enviable record on airlift operations in all parts of the world.*

jury or disease which is traceable to military service. Another security provision was made during the last session of parliament when the government instituted a low-cost life insurance plan for members of the armed forces and federal civil servants.

I wish it were possible to place a valuation on the medical and dental services provided without charge to members of the forces, as I am sure that the figures would be most impressive. It is a source of considerable satisfaction to air force families that they are not called upon to face the all-too-familiar gnawing worry over the possibility of illness or serious injury to the wage earner. In addition to complete medical care for the officer or airman, the R.C.A.F. provides limited dispensary facilities to dependents and this, too, represents a considerable saving. Most air force families are, of course, enrolled in Blue Cross or similar prepaid health plans across the country.

#### Travel

If it is true that travel broadens the mind, then air force minds are among the broadest in Canada. Since members of the R.C.A.F.

may be called upon to serve at any of the one hundred and forty-three major units, seventy-one smaller establishments and eighty-five reserve units currently in operation in the ten provinces, it is not surprising that most Air Force people have close personal friends in practically all parts of the country.

With Canada playing an ever-increasing role in the defence plans of the western world, the R.C.A.F. uniform has also become a familiar sight in such widely separated parts of the globe

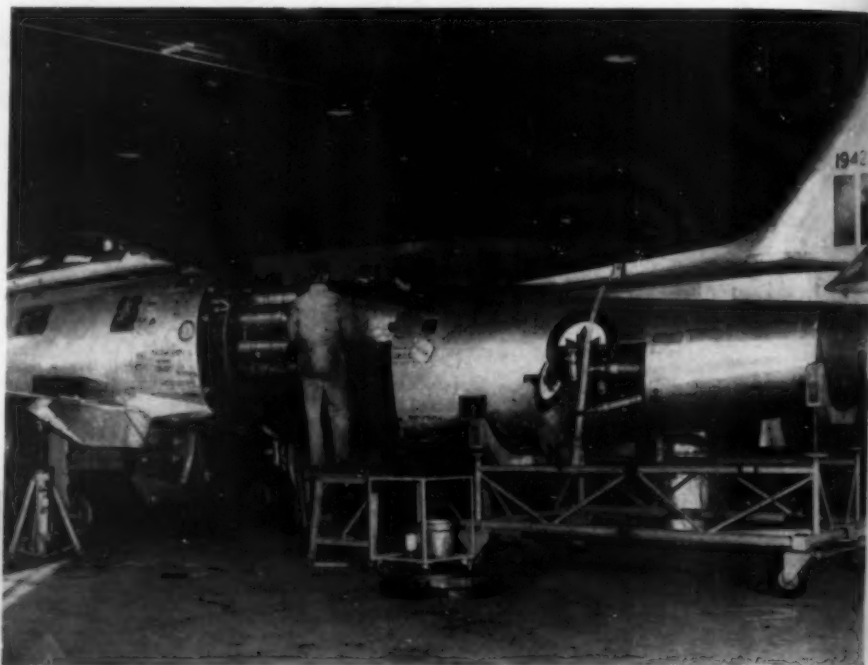




*Without armament an air force is powerless. Armament technicians plant the fire power and service the complex sighting and firing equipment in today's modern air force.*

*Modern engines demand—and receive—skilled maintenance from R.C.A.F. aero-engine experts.*

*Highly trained signals and radar experts are the eyes and the ears of Canada's R.C.A.F. today.*



as Britain, France, Japan, United States and Germany. Foreign service is looked upon by most airmen as one of the more satisfying features of air force life, and for very good reasons. In addition to the natural desire on the part of most young people to "see the world" there are many advantages to travelling under air force sponsorship. Among them: arrangements which permit all ranks to travel in reasonable comfort; the increased purchasing power of the Canadian dollar in most foreign countries; and special allowances to help meet the high cost of living in large cities such as

*Women, who serve in the R.C.A.F. in a large variety of trades, are also able to enjoy such benefits as foreign travel under air force sponsorship.*



*Operating complex radar equipment is one of the many duties performed by airwomen in today's R.C.A.F.*

*The air force is willing to subsidize the education of professional men such as doctors, lawyers, and engineers interested in a service career.*

London and Washington. Whenever adequate housing is available, wives and children of R.C.A.F. personnel may also travel abroad at public expense and the government pays storage charges on household effects left behind in Canada.

Aircrew members of the R.C.A.F.'s heavy transport squadrons are able to travel widely throughout the world while still maintaining their homes in Canada. One young transport pilot who flies out of Montreal with No. 426 Squadron wrote last year in a publication turned out by the Air Cadet League:





"In the past eighteen months I have covered more than two hundred and fifty thousand miles in the air. I have shopped for souvenirs in Tokyo, strolled on the Champs Elysée in Paris, watched the changing of the Guard in London and stared fascinated at the ice-encrusted wealth of the Canadian arctic. Yet I can point to commercial travellers of my acquaintance who work within a radius of two hundred miles of Montreal and don't spend as much time at home as I do."

#### Teamwork

It is a pet theory of mine that nothing is more important to young people than the sense of belonging to a team. R.C.A.F. teamwork starts in the air where a co-ordinated effort is essential to the successful completion of any flight, and extends through the groundcrew ranks and into virtually every phase of air force operation. It is not generally realized that it takes an average of eight maintenance men working smoothly on the ground to keep one aircraft in the air. There is a strong sense of unity among the members of the various working teams who maintain a friendly rivalry with similar groups in their own and other squadrons. The keen spirit of competition which exists between squadrons, wings, stations and even whole commands is one of the secrets of high morale or "esprit de corps".

#### The Good Life

From talks I have had with leaders of business, industry, government and education, I have reached the conclusion that no commodity is in greater demand throughout Canada than the bright young man. In soliciting the services of keen, ambitious youngsters the R.C.A.F., like the other services, has realized that it is bidding in a highly competitive market. This is one of the reasons why the air force has seen fit to provide amenities far beyond those made available by almost any other employer in Canada today.

Most operational R.C.A.F. stations are actually small-scale cities. They comprise a place of work, clean and comfortable living quarters and complete facilities for recreation including bowling alleys, gymnasiums, swimming pools, hockey rinks, playing fields,

theatres and libraries. They have their own newspapers, schools and places of worship.

For single men and women there are well equipped barracks which provide both comfort and privacy. A large percentage of the married personnel live in government-built housing projects which offer modern housing at lower-than-average rents. The housing projects are often run as small municipalities with a mayor and council, school board and community-sponsored concerts, dances and charity drives.

There was a time in the service when one of the greatest privileges granted was that of "living out". This no longer holds true. In recent years I have discussed this subject with large numbers of R.C.A.F. officers and airmen stationed at Air Force Headquarters, Ottawa, where living out is the general rule. Almost without exception they have expressed a very strong preference for station life.

#### The Spirit of Adventure

It is part of the history of mankind that young people have constantly sought new adventures, new experiences and new worlds to conquer. Although commercial flying has become commonplace there can be no denying that aviation is still an adventurous and thrilling occupation. Here, for example, is what a young Air Cadet from Trail, B.C. has said of his first solo flight:

"The sensation of flying and controlling the aircraft myself was an absolutely new feeling. The exhilaration was supreme. I cannot think of any action that approaches the light-heartedness produced by those first solo hours".

It was just over fifty years ago that the Wright brothers made their historic flight at Kittyhawk. Since that time the airplane has changed our whole conception of time and distance, has altered our methods of conducting war and commerce and has had serious and lasting effects on the lives of each and every one of us. Hardly a day goes by that we don't hear of some new and exciting achievement of speed, height or safety in the air. An R.C.A.F. aircraft flies from Vancouver to Ottawa in less than five hours; a Canadian-built aircraft flown by a woman sets a new world's closed-circuit speed record; Squadron Leader Bob



*Young Canadians fly these modern planes in the defence of freedom. Top to bottom:—F-86 "Sabre" Fighter, T-33 "Silver Star" Jet Trainer, CF-100 "Canuck" all-weather long range fighter-interceptor.*

Christie flies from Ottawa to Montreal and back in just over fifteen minutes.

These accomplishments do more than illustrate the new horizons of aviation; they also point up the fact that the R.C.A.F. is one of the world's most up-to-date air forces. In the Orenda-powered Sabre jet the R.C.A.F. has the fastest fighter in regular squadron service anywhere—but is already planning to replace it with an even faster type. Canada's own design, the CF-100, is to my knowledge the only long-range jet fighter capable of operating under expected combat conditions in the north. The R.C.A.F. is one of the few air forces in the world with experience on jet transports and has also placed a large order for the very latest British turbo-jets to replace the

ageing Lancasters for maritime reconnaissance.

Prime Minister St. Laurent has said that no country has gained more from the development of the airplane than Canada. If this is true, it is because several generations of young Canadians have found adventure in the skies; have helped to uncover the hidden resources of a tremendously wealthy country. Through their efforts Canada is becoming much more than a collection of cities and towns strung out along the American border. We are not yet a major nation but, should we become one, let us not forget that the airplane and the spirit of adventure have combined to make us so. I firmly believe that the spirit of adventure is still alive in Canadian youth and that there is no more worthy outlet for it than the R.C.A.F.



Quebec Government photograph

*The log cabin—only building on Basque Island.*

## **Basque Island**

by JEAN BLANCHARD CARTWRIGHT

**T**HE MOTOR LAUNCH was moored in the little natural harbour on Basque Island. Charles Morency, the Warden, stepped from the rocks into his boat, turned to wave, then remembering one last instruction, ran back to the cabin.

"If you need anything, or have an accident, light a beacon at sunset on the big rock on the point."

My husband laughed, and cautioned me against breaking my legs in the early morning. We wasted no time on this dismal possibility, for there was water to be fetched from the spring, wood to find and cut, and for my part, beds to make, and supplies to be stored.

The log cabin, the only building on the island, had one large room with a huge fire of driftwood already crackling; bunks and cots to the right, cooking stove and cupboard on the left, with a big solid table, comfortable chairs, and a chest where I found warm, hand-woven blankets. It proved the perfect setting for an autumn holiday.

Our first interest in Basque Island had been aroused by its name. The home of the Basques,

in the Bay of Biscay, is three thousand miles from Canada. What connection could there be with this tiny island that lies three miles off the village of Trois Pistoles on the south shore of the St. Lawrence, one hundred and thirty miles below Quebec?

We learnt that there are unmistakable evidences of early Basque voyages to the New World, notably in tombstone inscriptions in Placentia, Newfoundland. Father Lalemant, writing home from Quebec in 1626, drew attention to the fact that the Indians called the sun Jesus, a name which he believed they had learnt much earlier from the Basques. He knew that whale hunters from this corner of Europe between France and Spain had plied their trade in American waters long before the voyages of Jacques Cartier and Champlain. The Basques believe that Columbus himself heard of lands to the west from them. There is a legend that they are descended from Noah, a good explanation of their extraordinary prowess as navigators.

In 1612, James the First of England wrote to the King of Spain asking for permission to



## BASQUE ISLAND

engage Basque fishermen skilled in the use of the harpoon, to teach English seamen.

In the sixteenth century whales became scarce, and the Basque fishermen extended their operations across the Atlantic. The proof of their early voyages exists today on Basque Island, in what may be the oldest relics of the first visitors to our Canada.

The sailors from the land of the Pyrenees came up the St. Lawrence after whales, and it was here that they built and used try-ovens to extract the oil from whales caught near the mouth of the Saguenay River opposite the island. They frequented these waters for many years, but Champlain, who heartily disliked Basques and all their works, engaged Raymond de la Ralde to drive them away. Whales no longer frequent the St. Lawrence in great numbers, but some species still occur along the coasts of southeastern Quebec.

Our first expedition was to search for the old Basque ovens. We found them within a few hundred yards of the cabin and, as was to be expected, only a hundred feet inland, two to the west and the other to the east. Two have been restored, but one is thought to be in the same state in which it was left by the builders. All are circular in shape, about three and a

half feet high, with an opening on one side. The largest has an exterior diameter of nine feet, and measures five feet inside.

In 1929, the Provancher Society of Natural History, in Quebec, realizing the great historical value of these old ovens, and also aware of the possibilities of Basque Island as a bird sanctuary, bought the island with two small neighbouring islets called The Razades, and installed a warden at Trois Pistoles. It was through the kindness of the Directors of the Provancher Society that we were able to stay on Basque Island.

Not far from the ovens, which we had examined with the greatest interest, we found the big fireplace, with its fifteen foot high chimney, bearing a bronze plaque, which the society has erected in memory of the Basque fishermen, and in honour of the French missionaries who came much later to this part of the St. Lawrence. There is a rustic bench, and a terrace, all made of island stone.

Between two ovens at the east end is a stone pyramid with an excerpt from "La relation des Jésuites" of 1664:

Cette isle est bien agréable. Elle porte le nom de l'Ile-aux-Basques à raison de la pesches des Baleines que les Basques y

*One of the old Basque try-ovens, as it looked in 1950.*

Ray Cayouette, courtesy Quebec Zoological Society





faisoient autrefois. Je pris plaisir de visiter les fourneaux qu'ils y ont basti pour faire leurs huyles, on y voit encore tout auprès de grandes costes de baleines qu'ils ont tuées.

Le Père Henry Nouvel, le vingt-cinquième jour de Mars 1664.

La Société Provancher D'Histoire Naturelle du Canada et la Commission des Monuments Historiques de Québec, A.D. 1938.

We had heard of this Father Nouvel, who wrote about the fortnight's mission he had held on Basque Island for the Indians in his charge. They had made there a little chapel of logs, while the women and children wove roof and carpet of fir branches. On Easter day, they had a great feast of sagamite made of indian corn and smoked moose meat. After singing and sermon, and much rejoicing, they left the island; but before leaving, at the earnest request of her father, the priest re-buried the body of a little girl who had died some months before. She was placed with ceremony near the great cross in front of the rustic chapel.

Long before this incident, Basque Island had been a camping spot for Indian tribes. It was noted on an early map published by Vollard in 1547; on Mercator's map in 1569, and on a map drawn by Samuel de Champlain in 1632. It was then referred to as Ile de la Guerre. Donnacona, the Indian chief, told Jacques Cartier the bitter story of how his Indians had been massacred there by Toude-mens, of the Etchemin tribe. The name l'Ile-aux-Basques appeared for the first time on the map of La Nouvelle-France by Bellin, of the French Marine Ministry in the eighteenth century.

The first deed to the island is dated 1687, to Charles Denys de Vitré, as part of the Seigniorship of Trois Pistoles. In 1696, M. de Vitré traded his seigniorship for property on the Island of Orleans owned by a farmer, Jean Riou. M. Riou, who arrived with his wife and son in 1697, became the founder and first settler of Trois Pistoles. His descendants inherited Basque Island for five generations. Then, Eloi Rioux rented it to Charles Têtu, who transferred it to Magloire Dubé, who decided to farm it.

*Left:—Four stages in the life of the eider-duck on Basque Island.*

Ray Cayouette, courtesy Quebec Zoological Society



*The rocky north shore  
of Basque Island.  
Nests of herons were  
found in this vicinity.*

Quebec Government  
photograph



A man in Dubé's employ, M. Bernier, lived on the island for two years, in a house built at the west end. There was a barn, and cattle and sheep were sent from the mainland. For some reason, perhaps the isolation, the project was abandoned. The house could be visited until 1900, but it was only after careful search that we discovered the site, now almost obliterated. We found nearby, half buried in the sand on the beach, a crude, but stoutly made toy boat, perhaps left behind by a tearful child when the pioneers set off for the mainland.

Basque Island is one and a quarter miles long, four hundred yards wide, and at the highest elevation, one hundred and thirty feet. Its dimensions give one no idea of the beauty and variety to be found there. Considering the restricted area we walked an astonishing number of miles.

Travelling on the north shore was hard going, as it is very rocky and steep; but we were rewarded by finding pools, left by the tide, in natural depressions of the rock, well warmed by the sun. We had not been spartan enough to try to swim in the St. Lawrence in October, but here, it was a different matter. Sea urchins and a solitary hermit crab did not object, and the bathing was delightful.

On the western end of the island we gathered bright red cranberries that grew over the grey rocks, and watched the seals at play quite close to shore. From the rocky point on the east, we trained our glasses on the slow-wheeling, gloomy-looking cormorants.

A trail, directly behind the camp, led across

a wooded hill to the steep north shore. There we saw several herons' nests, and the huge nest of an eagle. On the path parallel to the south shore, we came upon the hidden pond; its peaceful beauty drew us back many times.

October is a poor month for bird observation, but naturalists who visit in the right season, have an unusually fine opportunity. We found nests lined with eider down, scattered shells, untidy abandoned nests of grass and reeds. It has been estimated that nearly one thousand nests may be found there. The two Razades and Basque Island provide a home for two thousand pairs of eider ducks, and a large population of herring gulls, besides many other species. Large numbers of ducks and geese were always in evidence, with the amusing waders on the beaches, and we saw flickers, hairy woodpeckers, juncos, brown creepers, pine-siskins and chickadees. We had been told to watch for foxes, but we saw none.

We also failed to see the famous mirage, a phenomenon witnessed in the lower St. Lawrence since the days of the earliest explorers. We had heard that shapes and colours took fantastic forms; walled cities, giant plants, and phantom sailing ships. We did not regret having missed these marvels. Basque Island had afforded us more happiness than mere mortals have the right to expect. When, after eleven days, the noisy motor boat took us away, we left in peace the ghosts of missionaries, Indians, and the whale hunters, those intrepid mariners, the Basques.





*This panoramic view of Niagara Falls, overlooking the formal gardens, is a familiar sight to countless travellers. On the left are the American Falls, to the right, the Horseshoe Falls. The remedial works now under way are designed to eliminate incidental flows of water such as can be seen on the left flank of the Horseshoe Falls while producing an unbroken crestline and maintaining the present appearance of the American Falls.*

*Ontario Hydro photographs.*

## **Niagara Falls Remedial Program**

**T**HE START of a four-year \$17,500,000 conservation and remedial works program to preserve and enhance the scenic beauty of famed Niagara Falls was officially marked the second day of June, 1954 by two international "ground-breaking" ceremonies. The project will virtually eliminate the centuries-long problem of erosion of the Horseshoe Falls, create an unbroken curtain of water over the historic cataracts and at the same time permit

the most effective use of water for power generation on both sides of the Niagara River.

Some 200 special guests, including government leaders from both Canada and the United States, civic administrators, the Niagara Parks Commission, representatives of labour, and press, radio and television, witnessed the initiation of the program.

On this highly significant occasion, Ontario Hydro Chairman Robert H. Saunders paid



*Officially inaugurating construction of the remedial works on June 2nd: left, Roger B. McWhorter detonating a charge on the United States side and, right, Gen. McNaughton driving a marker held by Robert H. Saunders (left) and T. M. Patterson, on the Canadian side.*



tribute to Canadian and United States Engineers who worked closely together on all phases of the program. Mr. Saunders said their cooperation was further evidence of the goodwill which exists between the two countries.

The first of the two ceremonies signalling the official start of the program took place on the American side of the River, at Terrapin Point on Goat Island when Roger B. McWhorter, Acting Chairman of the United States Section of the International Joint Commission, pushed a plunger to detonate a charge of dynamite. A short time later, on the Canadian side, General A. G. L. McNaughton, Chairman of the Canadian Section of the I.J.C., drove a marker into the ground.

Mr. Saunders presided at the joint ceremony in the new Ontario Hydro Information Centre near Table Rock House. The two principal speakers were the Hon. Jean Lesage, Canadian Minister of Northern Affairs and National Resources, and the Hon. John Slezak, Under-Secretary of the Army (U.S.A.), the former introduced by General A. G. L. McNaughton and the latter by Major-General S. D. Sturgis, Jr.

Canadian members of special committees created by the I.J.C. were: T. M. Patterson, Northern Affairs and National Resources Department; Guy A. Lindsay, recently retired Chief, Special Projects Branch (International Niagara Falls Engineering Board); Dr. Otto Holden, Ontario Hydro Assistant General Manager—Engineering, and C. G. Cline, Senior Assistant Engineer, Water Resources Division, Resources and Development Department (Working Committee).

The remedial works program was recommended by the I.J.C. after Canada and the United States requested the Commission in accordance with the terms of the Niagara Diversion Treaty of 1950 between the two

countries, to investigate and report on the nature, design, construction, and cost of the necessary work.

The terms of the Niagara Diversion Treaty called for construction of remedial works in order to preserve and enhance the beauty of the Falls while making available larger amounts of water for power generation. The cost of remedial construction is being shared equally by Canada and the United States with the work being handled by Ontario Hydro and the Corps of Engineers, U.S. Army.

The necessity for remedial measures was evidenced by the fact that the tremendous force of water sweeping over the Horseshoe Falls has gradually cut back its natural crest-line, creating an uneven flow of water along the rim of the precipice. In less than 200 years the Horseshoe Falls has receded 865 feet, and, although the rate of recession has been gradually declining in more recent years, it was still receding at the rate of 2.2 feet per year up to 1950.

The Hon. Jean Lesage, Canadian Minister, referred to the other historic day 276 years ago when a white man first saw Niagara Falls and to the countless visitors, explorers, missionaries, soldiers and traders down to the casual visitors of today who have made Niagara Falls one of the best known tourist centres in the world—and concluded with the words, "I hope, however, that the work which our generation is undertaking today will allow the visitor to this spot in another hundred years still to sense the feeling which overcame Charles Dickens when he wrote:

"It was not until I came on Table Rock, and looked—great Heaven, on what a fall of bright-green water!—that it came upon me in its full might and majesty.

"Then, when I felt how near to my Creator I was standing, the first effect, and the endur-



ing one—instant and lasting—of the tremendous spectacle, was Peace. Peace of mind, tranquillity, calm recollections of the dead, great thoughts of eternal rest and happiness: nothing of gloom or terror. Niagara was at once stamped upon my heart, an image of beauty; to remain there, changeless and indelible, until its pulses cease to beat, forever.”

It was left to the Honourable John Slezak, Under Secretary of the U.S. Army to sum up

the main features of the undertaking and its international significance. His address, which follows, is reproduced verbatim as an appropriate record of a memorable occasion.

\* \* \*

In this time of international conflict, it is heartening and reassuring to witness two nations in the western world living side by side in mutual respect and friendship, and jointly dedicating their talents to the enhancement of

*Above:—Records of the crestlines of Niagara Falls, which have been kept from 1764, are indicated on this marked photograph. In less than two centuries the Horseshoe Falls have receded 865 feet, more than half of this occurring in the first 78 years. From 1842 to 1906 the rate of recession was 4.2 feet per year, gradually declining to 2.2 feet per year in the last twenty years.*



#### NIAGARA FALLS REMEDIAL PROGRAM

one of the most magnificent natural wonders with which our continent is endowed. At the same time, consistent with the preservation of natural splendour, Canada and the United States are preparing to derive, from this same resource, power to expand our economies and add to the comfort and well-being of our people.

It is plain good sense for us to cooperate in such activities, which result only in mutual benefit. Yet how rare this kind of good sense is today!

Throughout the world, more life-giving water is being withheld by international disputes—withheld from people who desperately need it—than has been developed and put to use in all lands together. More than half of the world's people live in the great arid belt that circles the globe. These people suffer hunger and poverty, beside barren acres, while the water—which would bring good living to all—flows by unused; because men on one bank of the river cannot work together with the equally needy men who live on the other bank.

Examples dot the globe. They exist in the Middle East, in the Far East, in Europe, in Africa, and in Asia. They exist also in the Americas, both North and South. Even within the United States, water rivalries between States have held back needed resource developments from entire generations of our citizens. Experience has shown that there are very few causes of conflict between people which are as stubborn, as complex, and as fraught with emotional excitement, as disputes over water.

One might think that the very urgency with which water developments are required in desert regions would be an incentive to co-operation—for that purpose, at least. Instead, we find that it is two of the most prosperous and least needy nations on earth, Canada and the United States, which have been most successful in finding ways of solving water disputes. And perhaps it is their ability to cooperate and get things done which has helped to make these two nations so prosperous and strong.

Canada and the United States set up the International Joint Commission by treaty in 1909, to handle problems arising along the more than five thousand miles of international

boundary between our two nations. Most of these problems have dealt with the use of rivers shared by both countries. The Niagara Falls Remedial Project is a significant example of the constructive work done under the aegis of the Joint Commission. Through this Commission, we have been able to reconcile our interests in neighbourly fashion, before difficulties could become inflated into controversial issues and inflamed into international quarrels.

The Commission has been an indispensable instrument in accomplishing the harmony that exists between the two most friendly nations on earth.

But even this experienced organization—firmly backed as it is by both its contributing nations—cannot solve a river problem in a day. The point is that it does solve these knotty problems—and solve them well—by the democratic process, so that people on both sides of the border know they have obtained the best possible arrangement to protect and advance all interests.

Vital developments are now being considered by the International Joint Commission which affect the Kootenay, the Milk River, the Belly, the Waterton, and even the mighty Columbia itself—developments which are basic to the growth of the entire Northwest—because



*Preliminary depth soundings above Horseshoe Falls were made by helicopter from a height of some 1600 feet, using a discus-shaped lead weight lowered to the river bottom by a steel piano wire.*

people on each side of the border want joint discussion and action on questions which concern both nations.

The same kind of hard-working cooperative effort has been applied with mutual benefit in the East, too—on the Great Lakes, and now on the Niagara.

But there is more to the story than the International Joint Commission. The desire to work together pervades all relations between our two countries. One of the great international projects of our time, the St. Lawrence Seaway, has been largely the concern of agencies of both countries which have together over a period of years amassed the necessary technical data and studied the best means of coordinating the construction efforts of the two nations.

And we cooperate for other purposes besides the development of our resources. The most urgent task of our generation—the need for self-preservation against ruthless and aggressive enemies, armed with weapons of unprecedented power and destructiveness—finds Canada and the United States acting together in preparing for mutual defence. There has never been any thought that we might act otherwise. There have been problems in this joint defence effort, to be sure. But they have always been treated simply as problems to be solved, and not as difficulties, or obstacles, which could for one moment separate us in our joint endeavour.

So alongside the Alaska highway, the co-operation of Canada has made possible the construction of the Haines-Fairbanks pipeline; which reaches largely across Canadian soil to bring vital fuel, and oil, to our bases in Alaska. The two governments are jointly constructing air-raid warning installations on Canadian soil which will provide protection to the great cities in both countries. And up at Churchill, the Canadians are sharing with us their facilities and, more important, their experience, in order to help give American troops more realistic training in arctic operations.

In short, this Niagara Remedial Project, though unparalleled among other nations, is typical of the type of cooperation which pervades all fields of the relations between

Canada and the United States. We maintain joint weather stations in the Canadian Arctic. Through the International Boundary Commission, we have provided means for amicable adjustment of all boundary questions. The new Joint Economic and Trade Committee opens another field of international cooperation which has far-reaching potential significance.

It is against this background that we meet today to inaugurate construction of the Niagara Falls Remedial Project.

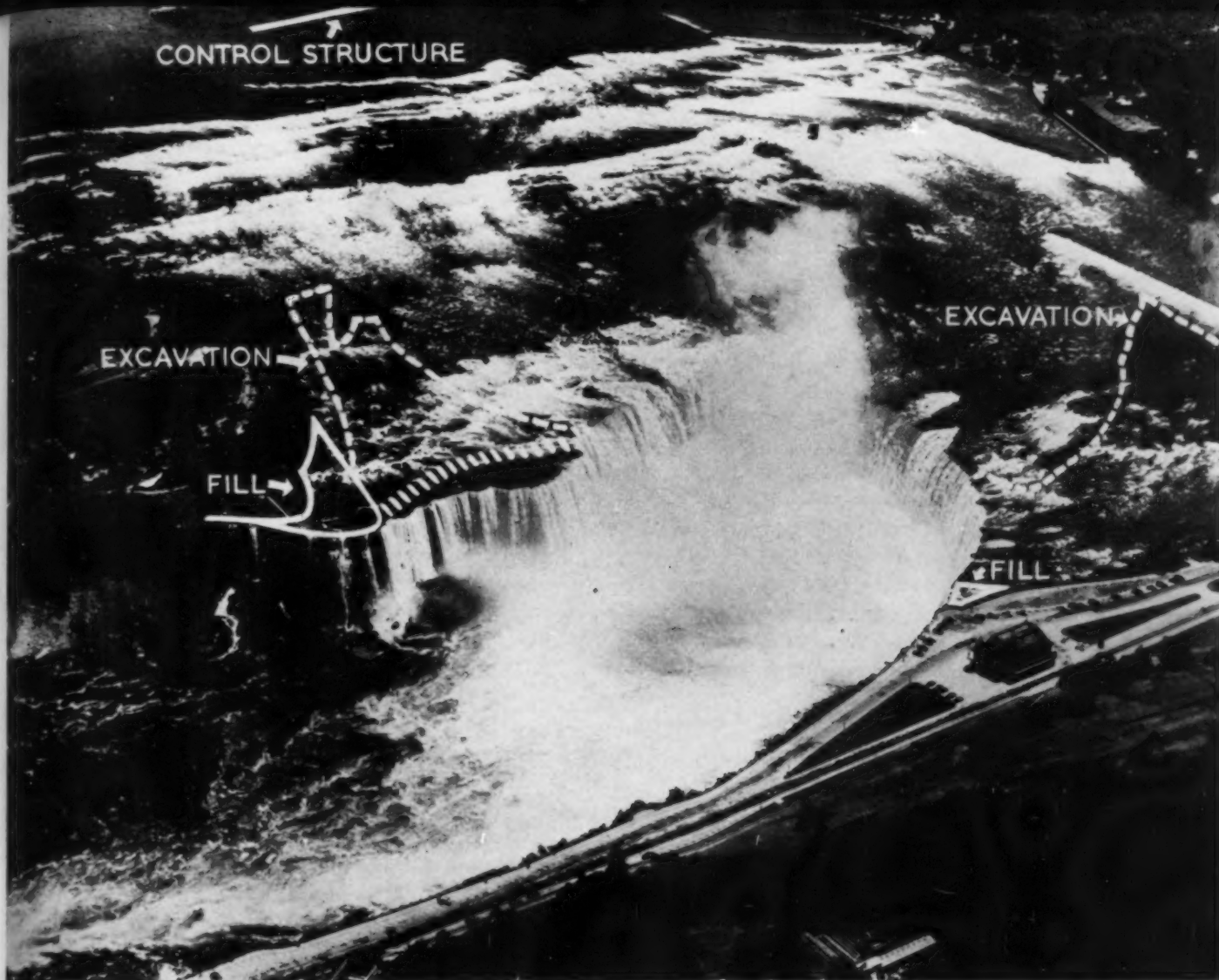
The problem of preserving and enhancing the beauty of Niagara Falls has been studied by representatives of both Canada and the United States for the past fifty years. Ever since the turn of the century, people have been concerned because the crest of the Falls has been receding; and because of the harmful effect of past activities in the diversion of water for power. As long ago as 1929, a special International Niagara Board submitted a report setting forth certain objectives to be followed in controlling the waters of Niagara. But it was not until October 10, 1950, that the two governments negotiated a treaty calling for the construction of remedial works to fulfil these objectives.

In this treaty, we recognized the obligation to maintain the beauty of the Falls as a primary objective, and stipulated that the common interest in obtaining more power must be pursued only in ways which are consistent with that overriding purpose.

The International Joint Commission created an International Niagara Falls Engineering Board to solve the complex technical problems involved. This Board reviewed all past studies of the problem, and then made exhaustive engineering studies of its own. It drew into the work a tremendous array of technical talent. Segments of the research were undertaken by many agencies—the Hydro-Electric Power Commission of Ontario; the Canadian Departments of Resources and Development, and of Transport; the Buffalo District and the United States Lake Survey of the Great Lakes Division U.S. Army Engineers; the Federal Power Commission; and the Engineers' Waterways Experiment Station.

They used helicopters, balloons, echo



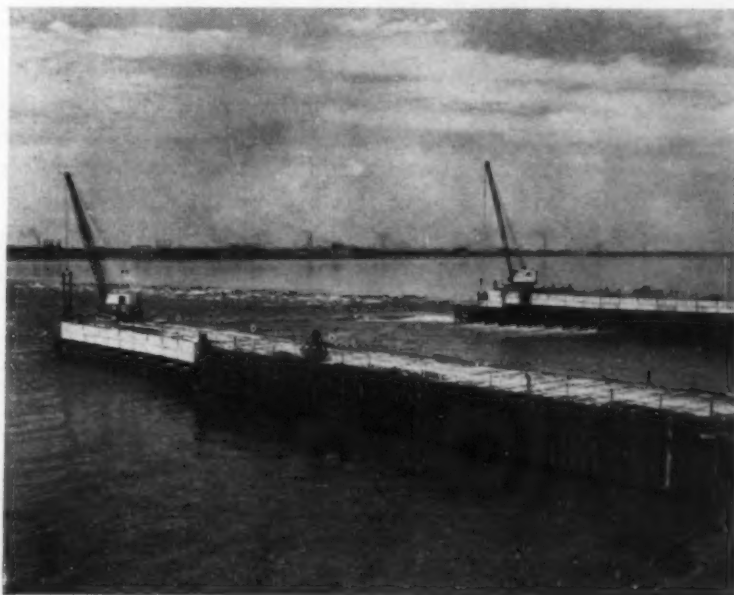


*This marked photograph indicates control structure, fills, and excavations in the Niagara River which will distribute more evenly the flow of water over the 2,600-foot crestline of Horseshoe Falls. The control dam structure is designed to control the water level in the Chippawa-Grass Island Pool area, site of intake works for both United States and Canadian power developments. (Below) Cofferdam legs for the control structure which will be joined to form an inverted U to the Canadian shore and water pumped out of the enclosure, allowing the structure to be built in the dry. Cranes lower steel framework and concrete blocks to form the cofferdam.*

sounders, and searchlights to survey the swift and turbulent waters above the Falls. A major part of the work was done on two great hydraulic models, one at the U.S. Waterways Experiment Station at Vicksburg, Mississippi, and the other set up by the Hydro-Electric Power Commission of Ontario at Islington, near Toronto.

When the studies were finished, the Engineering Board submitted a detailed report recommending a plan of remedial works to the Commission. The project was approved by the two Governments; then it was returned to the International Joint Commission for construction. The Commission again appointed an

International Board of Engineers to supervise the job, and the actual work was assigned to the Hydro-Electric Power Commission of





Canada and the U.S. Army Corps of Engineers.

The plan calls for a control structure above the Canadian side of the Cascades, and for excavation and fills on both flanks of the Horseshoe Falls.

The control structure will be a long low barrier, extending out from the banks fifteen hundred and fifty feet into midstream, and equipped with sluice gates. Its purpose is to preserve the beauty of American Falls by maintaining the level of the pool above the falls. It will also keep the bed of Grass Island pool covered at all times; and insure that the upper Cascades will continue to run full of water, and that the level of Lake Erie will remain unaffected.

And this structure is the means by which the flow of water over the Falls will be regulated. Only by regulation of flow can we obtain more, badly-needed power from this mighty natural resource—without impairing its beauty.

The excavation and fill are designed to preserve and enhance the Horseshoe Falls. Up to now, the scouring action of the water has been concentrated in deep and receding notches, near the centre of the great curve. The deeper the notch is worn, the longer the rim over which the water must pour, and the thinner the rush of the cataract. In time, the constant cutting away at this point would continue the recession of the waterfall, which, scientists tell us, has already moved backward several miles during past centuries.

The engineers considered several plans for remedying this situation. They decided it would be best to excavate some sixty-four thousand cubic yards of rock from the Canadian flank of the Horseshoe, and about twenty-four thousand cubic yards from the Goat Island flank. These excavations will tap the flow of the deep portion of the stream, and carry water toward the ends of the Falls adjacent to the banks. Careful and exhaustive model studies proved this to be most feasible, durable, and economical solution of the problem.

Finally, the engineers sought some means of shortening the length of the arc itself, so that the water would have less room in which to spread out, and hence would flow more

copiously at all points along the world-famous curtain of the Falls. Hence they propose to fill in areas at the two ends of the Horseshoe with rock, which will be landscaped to blend into the natural formation of the gorge, and which will be placed where it will eliminate destructive and water-wasting leaks. From these filled-in promontories, visitors will be able to view the wonder, and beauty, and power of the cataract—more intimately than ever before.

Speaking for the United States Army, we are gratified that the Corps of Engineers has been chosen to participate with the Hydro-Electric Power Commission of Ontario in the planning and construction of this project.

Perhaps you wonder why the United States Army is participating in an activity as unrelated to the military as the Niagara Falls Remedial Project. This is just one of many civil works projects assigned to the Corps of Engineers, which enable the Army to keep an expert construction force in being, doing useful work for our country in peacetime, and able to apply its organization and know-how instantly in the defence of the free world if war comes.

In closing I should like to congratulate the members of the International Joint Commission; and the many distinguished men of both nations who have served on Engineering Boards, and who have in other ways taken part in the development of this Project; and the statesmen who, through unselfish and broad-visioned negotiations, have cleared the way for the work to begin. But even more than these, I believe the people of Canada and the United States are to be congratulated. Through their appreciation of the beauty of Niagara Falls, and their willingness to devote substantial resources to the preservation and enhancement of that beauty, they are fulfilling their trust to future generations, and at the same time will derive appreciable benefits for themselves.

This is true conservation. And, as a co-operative undertaking, it is more—it is democracy in action, manifesting itself across an international boundary. There is beauty in that fact too—perhaps as much as in Niagara Falls itself!

## EDITOR'S NOTE-BOOK

Dr. Douglas Leechman (*Eskimo Sculpture in Stone*), one of Canada's best known anthropologists, is an outstanding authority on all branches of Eskimo culture. His numerous articles on Eskimo and Indian subjects make his name familiar to all readers of this Journal.—Air Marshal Robert Leckie, C.B., D.S.O., (*Canada's Air Force—A New Look*) had a distinguished career in the Royal Naval Air Service during the 1914-1918 war. He was awarded the D.S.C. and D.F.C. and mentioned in Dispatches. Later he commanded No. 1 Wing of the R.C.A.F. and in 1920 became Director of Operations, Canadian Air Board. After a period of command in British aircraft carriers, he came to Canada in 1940 as Director of R.C.A.F. training. In 1943 he was Acting Chief of the Air Staff and was promoted to be Air Marshal in 1944. He was Air ADC to King George V and King George VI and he has also received many foreign honours. He has now retired and is President of The Canadian Geographical Society. — Jean B. Cartwright (*Basque Island*) is a free-lance writer who particularly enjoys writing about old Quebec. She and her engineer husband like to spend their holidays walking, canoeing and camping, while bird-watching and studying the country.

\* \* \*

### Travel Corner

With this issue we introduce a new feature — the *Travel Corner*. This section will be devoted to the interests of readers who require up-to-date information and suggestions about holiday spots and travel in general. We shall try to give helpful notes about where to go and how to get there; different types of places to satisfy different needs; travel to suit all tastes, from luxury cruises to local tours.

Since this service is designed to be of use to you, we should welcome letters telling us what kind of information you would like and if there are any places that particularly interest you. Just write to the Travel Editor, The Canadian Geographical Society, 54 Park Avenue, Ottawa 4, and we will do what we can to help you.

## AMONGST THE NEW BOOKS

### Land of the Niamoo

Travels in the Forests of Equatorial Africa

by Marcel le Roy  
(McClelland & Stewart Ltd.,  
Toronto, \$3.00)

This is a series of descriptions of life in the West African forests, as seen by a French engineer and prospector. The viewpoint presents some interesting contrasts between the French and the British approach to colonial problems; but the book is little more than a set of sketches of those extremely primitive natives whose life is governed chiefly by dread of Niamoo, the most potent and evil of all forest spirits. The author encountered cannibalism, poisoning, and witchcraft of the most fearsome kind in the course of his prospecting, and he shows how intensely strong is the hold which magic still has over many tribes of forest dwellers.

The translator, M. A. Michael, has not quite freed himself from the French idiom, and this gives an unfamiliar turn to his style of English here and there. The most significant part of the book is the photography; the illustrations are excellent throughout.

S. SEELEY

\* \* \*

### Authentic Letters From Upper Canada

Edited by Thomas Radcliff  
(Macmillan, Toronto, \$3.00)

This volume is the first of a series of 'Pioneer Books' that deserves every commendation for stimulating an interest in the early personal story of our country. There was a flood of such literature in the early days of the nineteenth century, written mostly to encourage British settlers, and an effort is now being made to collect and reprint the very best of such books and put them before the public. No happier choice could have been found for the initial volume than *Authentic Letters from Upper Canada* first edited and published by the Reverend Thomas Radcliff of Dublin in 1833. The book consists of private letters written home by members of the Magrath family, nine of whom emigrated to Upper Canada in 1827, and also by members of the Radcliff family, children and grandchildren of the original editor, who followed the Magraths to Canada in 1832. Both families proved themselves ideal settlers, and wrote home freely but uncomplainingly of the immense

hardships of pioneer life and travel. Even when suffering the discomforts of an Atlantic storm, shut up in a cabin with thirty other people, young Mrs. William Radcliff had the spirit to write to her father-in-law, in Dublin, "The prospect of happiness and independence in the country of our adoption qualified every sentiment of regret." The manner in which this happiness and independence was won through steadfast toil makes very inspiring reading. They cleared their own land, built their own homes and were soon raising such profitable crops that they could live prosperously and enjoy some social life with their neighbours.

At the end of the book there are some delightful chapters on hunting and fishing as practised in those days. Some illustrations from the gay pen of Samuel Lover add much to the charm of this delightful book. S. SEELEY



Horse-shoes by  
TIFFANY'S

AROUND THE END of the last century, when aluminum was practically a precious metal, a famous racing stable had one of its thoroughbreds shod with racing plates of the weight-saving material. They were made at Tiffany's, the famous New York jewellery house.

Nowadays it is standard practice for race horses to run on aluminum shoes. Since the turn of the century the price of aluminum has been reduced to the point where it is now one of the most economical of all materials, extensively used for things like barns and boats and bus bodies. Aluminum Company of Canada, Ltd. (Alcan).





## When *he* goes abroad—he flies B·O·A·C

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## THE TRAVEL CORNER

### Travel In and Out of Season

In his annual report to the Board of Directors of his institution one of Canada's most prominent financiers expressed concern about the weakened purchasing power of our dollar. He quoted Canadians who had travelled in the United States and England who had compared the purchasing power of the currencies of those countries with that of Canada. These people had pointed out that the pound sterling did more for its owner in England than the equivalent in American dollars could do for the residents of the U.S.A., while the Canadian dollar placed third in the comparison — and a poor third at that.

The financier, like many of us, was alarmed at the increasing tendency in Canada toward what he described as a "high cost economy". And quite rightly so. But travel editors somewhat resemble the mice who discuss the belling of the cat or people who talk about the weather and, as Mark Twain suggested, never do anything about it. However, we can recommend some ways of squeezing the most from your Canadian dollars if you are going to travel in the next few months.

In the parlance of the travel industry, the "Thrift Season" is upon us. When translated into ordinary English, this means that transportation and hotel rates have been reduced for certain areas in order to encourage visitors to come during the less popular season, roughly extending from October to April. In some instances, which we intend to cite, visits during the off-season can be just as rewarding as during the summer.

#### ENGLAND AND THE CONTINENT

Mention already has been made of the purchasing power of the pound sterling — at present the best in the world. And, of course, Canadian dollars changed into sterling will buy an excellent holiday on a reasonable budget. Although the latter part of the year is not the fashionable time for trans-Atlantic travel, England is still there and has as much to offer the visitor then as ever. In fact, unless you are bent upon meeting fellow-tourists, it might be regarded as offering more than during the sum-

mer time; for in the autumn the English return home again, just as the majority of Canadians do. They come back from their holidays, say good-bye to the farm, moor their boats or leave the seaside. Our argument, therefore, is that, if you want to observe the native in his habitat, the fall of the year is a very convenient time at which to do it. As the rush for reservations on ships and planes and at hotels is over, service is better. Moreover, rates for transportation are reduced often as much as 10%. In London and the larger centres the brilliant round of plays and concerts commences.

Incidentally, British Railways are offering Canadian visitors a bargain in railway fares this year. Through travel agents in this country you can obtain tickets for 1,000 miles of train-riding in Britain. These "Thrift Tour Tickets" are good for six months. First class costs \$27 and third class \$18.

WEST GERMANY is bidding for visitors during the quiet time of year, too. The West German Hotels and Restaurants Association has announced that accommodation at seasonally operated hotels will sell for 12.5% less during the fall and winter and at year-round hotels at rates reduced by 5% to 10%.

In ITALY, too, reductions are planned for the off-season. Fares on railways and major bus lines used by tourists will be lowered 25%. Between November 1 and March 15 the rates at certain hotels will be reduced by 10%.

FRANCE follows the same pattern. Hotels in Paris and on the Riviera are expected to offer special rates for the next few months.

#### BERMUDA AND THE WEST INDIES

On this side of the Atlantic in Bermuda, the Bahamas and other islands of the West Indies preparations now are underway for the winter season and it is not a bit too early to make reservations for transportation and accommodation.

Among the new hotels opened in the Bahamas this year are two of exceptional attractiveness which should be borne in mind by those who have a yen for luxury. First, there is the Emerald Beach Hotel,

a modernistic 300-room structure built on the oceanfront at Nassau. All of its rooms are air-conditioned and each has a private bath. Winter rates, in effect from December 1 to April 15, range from \$40 to \$55 a day for a double room on the modified American plan (room and all meals except luncheon). From April 16 to November 30 the same accommodation costs \$28 to \$36 a day. If you are a fisherman, but desire privacy and the ultimate in comfort, you might be interested in Dr. Axel Wenner-Gren's Lighthouse Club at Andros Town, which may be reached by yacht or Bahamas Airways planes from Nassau. If you own a yacht, you can use the docks and facilities of the Andros Yacht Club nearby. At present only about thirty-two persons can be accommodated at the Lighthouse Club. Guests are admitted once in the ordinary way; afterward they may return if they have become members of the club.

For Canadians Bermuda has long been the most popular vacation place off the Atlantic side of the continent. Here, as in Nassau, the social life is gay and you may find yourself hob-nobbing with members of the Four Hundred or rubbing elbows with royalty. If, however, your budget

*(Continued on page XII)*



### EUROPEAN and STERLING AREA READERS

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**W. H. CORKILL**

THE MEAD, WEST DUMPTON LANE,  
RAMSGATE, ENGLAND

(Continued from page XI)

is limited and you care little about the high life, you might consider spending some time in Tobago or Barbados. The cost of living is lower in these places; so it is considerably less expensive to spend the winter in either of them than in the larger communities in Bermuda or the Bahamas. We were interested to learn that about 70% of the visitors to Barbados last winter were Canadians.

Somewhat off the beaten track lie the Leeward and Windward Islands, tiny pieces of land fringed by beaches of sparkling white sand whose interiors are still mostly in a state of unspoiled loveliness. Those of the Leeward group are Antigua, St. Christopher (St. Kitts), Nevis, Anguilla, Montserrat and the British Virgin Islands. To the Windward group belong Grenada, St. Vincent, St. Lucia, Carriacou, Dominica and the diminutive Grenadines, strung between St. Vincent and Grenada. An old Negro boatman once described Grenada as a thing God had made from a rainbow: we feel that that is probably as close as anyone can approach the last word about it. Life is quiet in these islands and rates at hotels are most reasonable. During the winter season at the Antigua Beach Hotel, for example, a couple may share a room with an ocean view for less than \$15.00 a day, all meals included.

#### FLORIDA

On the mainland there is a well worn path from the Canadian border to Florida, where St. Petersburg is the favourite rendez-vous of our countrymen. In all about 5,000,000 people visit Florida every year. Perhaps the most concrete evidence of the popularity of this Coney Island of resort areas is the fact that in 1953 some \$68,764,000 was spent to construct new hotels, motor courts, apartment and rooming houses and restaurants. In the more populous places there appears to be a trend toward the erection of apartment houses whose units are rented for the season or shorter terms to visitors who wish to live as casually as they would live in their own homes.

#### CALIFORNIA

As is true in the case of Florida, Bermuda and Nassau, reservations should be made early if you are going to California. By making arrangements well in advance, you will have a better choice than will be possible a few weeks from now when the rush begins. Anyone who is going there for the first time this

October might enjoy a ride in one of the glass-bottom boats that run between Los Angeles and Santa Catalina Island, for next month is springtime in the underwater gardens and consequently the very best time of year to view them through the windows in the bottoms of these boats.

#### HAWAII

In the rotogravure sections of weekly newspapers the number of photographs of Canadians garlanded with leis and beaming somewhat self-consciously from beneath the brims of floppy frond hats seems to multiply every season. This winter there will be more room than ever before for visitors in Honolulu. The experts estimate that by the middle of 1955 there will have been an increase of almost 65% in first class hotel space. Additions have been made to the Edgewater Hotel, the Breakers and the Coconut Grove. Three very large and luxurious new hotels have been built in the Waikiki district: the Reef, which has 308 rooms, the Princess Kaiulani which has 270 rooms and the Waikiki Biltmore which has 275 rooms.

#### MEXICO

For some time Canadian artists and writers have been aware of the cultural, climatic and economic advantages of spending the winter in Mexico, but some of the rest of us have been slow to follow in their footsteps. This summer the Mexican peso was devalued. Aside from the advantage conferred by the favourable rate of exchange, government control of the cost of living makes it possible to live there on a reasonable budget. Prices of food and rooms are posted in conspicuous places and, of course, this protects the visitor as much as the Mexican himself. At one of Mexico's most luxurious hotels, the Prado Américas in Acapulco single rooms, American plan (with meals) cost upward of about \$11.57 a day. This figure is based on the exchange rate of .0789 pesos to the American dollar which prevailed when we went to press. November, though few foreigners realize it, is really a good month in which to visit Mexico as the heat is less intense and the weather settled.

#### FOREIGN EXCHANGE

Complaints about exchange rates begin on our own doorstep, for they occur both in Canada and the United States. Perhaps you have seen an American visitor wince

when asked to accept a discount upon his dollar in this country. And perhaps you have done some wincing yourself when American hotel-keepers or clerks have sniffed disdainfully at Canadian bills, charged a discount when legally you were entitled to a premium or with an air of condescension have made the exchange at par. One man's comment was "the further south you go, the more trouble you have." The whole subject is most painful and causes many a headache in official circles north and south of the border. But, rather than damage goodwill by the obnoxious practice of public haggling, travellers from Canada would be well advised to purchase their supply of American dollars before leaving the country.

Since the freeing of the Canadian dollar, it has been possible to buy all foreign currencies at the best price prevailing on free international exchange markets. By purchasing the currency of a country before leaving home you may save as much as 10% for under existing regulations the majority of European and South American countries exchange imported dollars at their local "official" rates which are usually somewhat disadvantageous compared with what you could obtain by changing your dollars in Canada. There is a further consideration: invariably overseas agencies treat Canadian and American dollars as equivalent, so the only way to obtain the benefit of the premium on our dollar is by converting it into foreign currency here.

At present the rates of exchange for Spanish, French and Argentinian money are among the most profitable for us. Certain countries, however, restrict the sum that may be imported by a foreigner. Those which permit the importation of unlimited amounts of their currencies are France, Italy, Switzerland, Belgium, Ireland and most countries of South America. In some cases there are restrictions governing the amount of a nation's money which may be taken out of the country by an individual. To avoid embarrassment it is prudent always to find out about such regulations before changing your dollars. Even when the permissible sum for importation is small and the margin on conversion negligible, it is very convenient to arrive in a foreign land with some of the currency used there in hand, if only to take care of such immediate expenses as tips and taxi fares. Deak and Company, Incorporated, 67 Adelaide Street West, Toronto, is the only firm in Canada which actually specializes in providing foreign currency for travellers and in reconvertng it into Canadian dollars.



## AT HOME

After all this talk about far-away places, we feel somewhat guilty when we recall some facts and figures presented by the Canadian Tourist Association. Canadians, they say, scarcely have begun to know their own country. According to a national Gallup Poll report quoted by the Association, only 47% of the adults in Canada have visited two or more provinces outside the one in which they reside; 26% have visited one other province, while 27% have never been in any other. If rolling stones gather no moss, some of our population must be decidedly moss-grown. All we can say to them is that they have no idea what they are missing, nor do they realize how welcome they would be elsewhere in the country. Sir Gerald Campbell, a former High Commissioner to Canada from the United Kingdom, complained that as a nation we did not talk enough about ourselves to make ourselves known abroad. It would appear that we have some ground to cover at home as well; for without meeting each other we cannot hope to become acquainted.

This month it will become possible to travel from Montreal or New York to Frankfurt, Germany, or Cairo, Egypt, aboard the luxurious Strato-cruisers of British Overseas Airways Corporation. The flight, which leaves once a week, is an extension of B.O.A.C.'s Montreal-London and New York-London services. It goes by way of London.

Seventy package tours are being offered by Canadian National Railways for individuals and groups. The tours, which range in length from a weekend to a month, start from large cities in Canada and the United States. All expenses are included: transportation, hotels, food, sightseeing and incidental costs. Arrangements for these tours can be made through ticket offices of the C.N.R. and through travel agents.

## DOMESTIC NOTES

Vickers-Viscount turbine-propellor aircraft will be put into service by Trans-Canada Air Lines in January, 1955, on domestic routes. The first of these new four-engine aircraft which carry from 40 to 48 passengers will be delivered to T.C.A. this month. They are the first of their kind to be used in North America. Passengers will be pleased to discover that the new engines are very quiet; therefore flights will be relatively free of engine-noise.



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### The Inexhaustible Sea

by Hawthorne Daniel & Francis Minot  
(Dodd, Mead, New York, 261 pp.,  
1954, \$4.50)

This book acquaints the reader with what the sea contains that is useful to mankind and shows how the inexhaustible food resources of the sea may be utilized in solving the problem of increasing world population. The history of man's efforts to harvest these food resources emphasizes how very little he does utilize, largely because of his ignorance and natural fear of the sea. Only recently has the science of oceanography been developed to find out more about the sea. The authors proceed to outline the processes by which our food is manufactured in the sea. The multitudinous minute phytoplankton, floating near the surface, synthesize organic products from carbon dioxide and inorganic materials in the presence of sunlight, and are grazed upon by drifting swarms of animal motes, the zooplankton, which in turn are directly or indirectly consumed by man's food, fishes. The food resources of the sea are inexhaustible because the sea is fluid; the action of waves

and ocean currents over the shallows combine to circulate continuously the vast supply of nutrient materials throughout the seas.

Four chapters are given to a quantitative and qualitative comparison of life in the sea with that on land. Descriptions are given of the principal kinds of food fishes, and of whales, porpoises, and other mammals of the sea, and how schools of all these animals are located and captured by fishermen using the most modern types of vessels and devices for the purpose. The book closes with a thought-provoking chapter on how marine resources may eventually be utilized on a vastly greater scale than at present, not only through innovations and improvements to conventional fisheries and the elimination of waste, but also by setting up pilot plants for tapping hitherto untouched marine resources, using new fishing techniques, and cultivating fish under controlled conditions in salt as well as fresh water.

The authors are to be commended for their forceful presentation of a theme of paramount importance to the future welfare of mankind. They have broadly outlined the problem and have ventured into the future, armed with some practical general suggestions for farming the sea and making its immeasurable food resources available. Of particular interest to the layman is the account of technical devices for the exploration of the sea. As a whole, however, the book seems overly lengthy for the amount of information it contains, and the sections could be more solidly integrated. The repetition of ideas, statistical data, and certain phrases is noticeable not only in different chapters of the book, but often within chapters and even within paragraphs. Rather than repeat whaling statistics, interesting though they may be, the authors might well have included a section on the value and potential use of some familiar invertebrate food animals such as lobsters, shrimps and shellfish. Outline drawings and charts might have simplified descriptions of microscopic marine organisms and the presentation of the complex oceanic circulation. The occasional typographical error is perhaps excusable but not so the portrayal, on the dust cover, of a scorpion intended, no doubt, as a marine crustacean.

Those who may believe that overpopulation of the world is unavoidable in the near future will find a stimulating challenge in *The Inexhaustible Sea*.

E. L. BOUSFIELD

### They Never Talk Back

by Henry Trefflich as told to Baynard Kendrick

(S. J. Reginald Saunders, Toronto  
\$4.55)

That Henry Trefflich should become the largest wholesale wild animal dealer in the world seems a natural sequence of events when he tells us that he himself was born in a zoo at Hamburg. His father was manager there and had a house in the gardens. He has related the failures, successes, perils, profits, and absurdities of his fantastic career to Baynard Kendrick who has woven them into a most entertaining story ranging from the pet shop in New York to the jungle haunts of the rarest animals. Trefflich was the first man to transport heavy animals by air in order to save the risk of long voyages and the heavy expenses of feeding; but on a plane the cages have to be lighter and smaller, and it makes for bad flying when there are four elephants loose on a plane; also an enraged leopard or a twenty-foot python are awkward ship-mates when roaming round the deck at sea.

The author tells us of his early troubles as a beginner, and how a hundred monkeys escaped in his shop all at once and rushed off to invade a neighbouring bar, a fire station, and a choir practice. He has made various collecting expeditions to Africa and India and undertakes to supply any animal at an hour's notice. There is always the risk that the wild animal successfully captured to fulfil some commission, may die in transit. It says much for the author's pluck and perseverance that in spite of all the troubles in which his animal friends have involved him, he has succeeded in building up a business now worth a million dollars.

S. SEEL

\* \* \*

### Africa—A Study in Tropical Development

by L. Dudley Stamp

(J. Wiley and Sons, Toronto, 1953,  
568 pages, \$9.35)

Dr. Stamp is well known to Canadian geographers through his frequent visits to Canada where he has a summer home off Vancouver Island. Dr. Stamp has written numerous text

books on geography, and many British students obtain much of their geography education by reading the various Stamp texts at different school levels. His most recent book on Africa is aimed at a somewhat different group of readers — mainly an adult reading public in North America. The book will also be used as a text for university courses on the geography of Africa.

As a result of America's continuing interest in Africa, particularly North Africa, which evolved during World War II, Dr. Stamp realized that there was a need for a good book outlining the basic features and resources of that continent. Although many geographers, especially British, have written numerous articles on phases of African geography and development, there has been only one book, Fitzgerald's *Africa*, to which interested persons could turn for information on the whole continent. To fill this gap, Dr. Stamp has read through much of the African literature, and applied his recognized ability of being able to summarize and generalize, to bring forth an accurate and readable book on the complex continent of Africa.

The book has two main parts. Part one, which has almost two-hundred pages, gives the historical background of exploration and white settlement, and the general physical setting of the continent as a whole. He presents the physical environment of land-forms, climate, vegetation and soils, in which the native black and Arab have to make a living, and to which the encroaching white man must make some adjustments. He points out the physical difficulties which Africa has presented to all peoples. Although Africa must be considered as part of the whole Eurasia-Africa land mass, it has not used its resources, nor has it supported as many people as have similar environments in other parts of Eurasia.

Part two, which is about three-hundred pages, deals with the countries and regions of Africa. Although Africa is broken into eleven regions, each of which have characteristics setting them apart from neighbouring regions, the actual descriptive treatment within each region is mainly by political unit. Although these political units may overlap on, or contain, several "geographical" regions, the author has recognized that the general public usually seeks information about specific political units. He has thus come to a happy compromise, which shows the character of both the geographic regions of Africa, and of the particular political divisions. This section, like the rest of the book in fact, is very well illus-

trated with numerous good maps which show clearly the facts and distributions discussed in the text.

The final short section dealing with "African Problems — Past, Present and Future" is an excellent summary of what has been done and what is yet to be done to bring man and environment in harmony in the once-called "Dark Continent".

Stamp's *Africa* is a book that geographers have been waiting for, and it fills a big gap in our literature of geography texts. Each of the continents has had several standard reference books which could be used by students, but Africa has been neglected with only one major book. This new book is, therefore, welcomed by professional geographers in the universities and will be a useful addition to the book shelves of the general public who may be interested in the future of the peoples or resources of Africa.

J. LEWIS ROBINSON

\* \* \*

### All the Way by Water

by Sidney Dean

Ryerson Press

(Toronto, 1954. \$5.50)

Here is Quebec seen from a new angle, that of the cockpit of a small boat. Veteran writers, Sidney Dean and his wife, Marguerite Mooers Marshall, made numerous voyages

from their home in New York up the Hudson River and down the Richelieu into the St. Lawrence. Six progressively daring trips, covering 20,000 water miles, are the basis for this intimate and friendly account of boating on the St. Lawrence, from Lachine to Labrador.

Mr. Dean piloted the 30-foot cabin cruiser *Margot* through turbulent waters, and through a series of engine tribulations. At every turn, he found the way smoothed by the helpful attitude of French Canadians, although he admits to knowing only half a dozen French words. His sincere warm friendliness obviated any language problem.

His good food proved an international language of goodwill. The Deans "live off the country", in that they buy supplies in villages, pick berries, keep open house on board, swapping extra fish for rhubarb pie in informal hospitality. Like Dickens, Mr. Dean writes in a way to keep his readers' mouths watering.

At times, the Mate insists that the full recipe be set down in black-and-white. These are delectable dishes, and highly practical aboard ship or in an apartment.

Sidney Dean's journal-log of cruising and fishing summers on the St. Lawrence is a happy record of a boat

(Continued on page XVI)



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(Continued from previous page)

bought when the Skipper was 70, and of the ten years following. The reader joins the Skipper and Mate in "trouting" and salmon-fishing in the rivers of the Côte Nord, in battling the "lop" where wind and tide meet at the Strait of Belle Isle, and locking through the Richelieu.

Yachtsmen particularly will appreciate this account of probing into coves and up the Saguenay, of tying up at quays alongside pulpwood droghers. The yachting information is copious. This aspect becomes somewhat repetitious to the arm-chair traveller, and less interesting than descriptions of the country.

Actually, *All the Way by Water* is a companion piece to the Deans' previous book, *We Fell in Love with Quebec* and reading both gives the fully-rounded picture.

As in the earlier book, the reader feels he has accompanied the Deans on their travels, an invisible member of the crew. Zest for life and appreciation of Quebec people and their ways combine to make this a warmly-human document, as well as informative.

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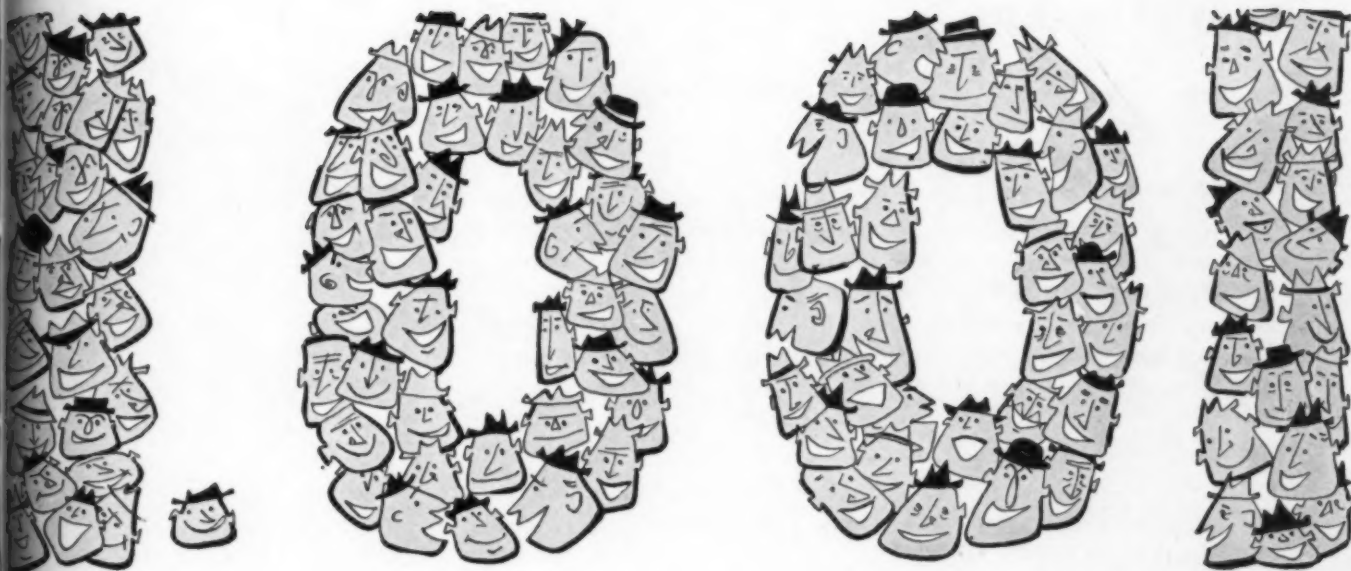
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